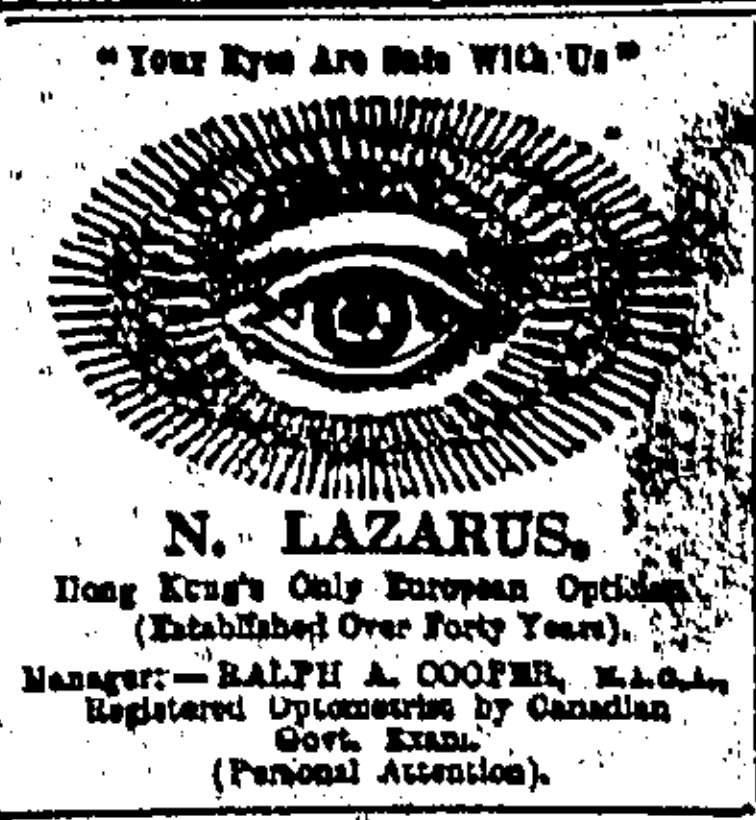


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Hongkong Daily Press

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戊辰年五月廿三日

HONG KONG, TUESDAY, JULY 10th, 1928.

禮拜二

英一千九百二十八年七月十日

PRICE: \$3 PER MONTH

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TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	10.15	11.15	2.35	3.00	4.30	5.42	7.20												
Tsimshui ...Dep.	6.40	8.05	8.30	9.10	10.00	10.15	11.15	2.35	3.00	4.30	5.42	7.20												
Shatin ...Dep.	7.01	8.26	8.51	9.31	10.21	10.36	11.36	2.56	3.21	4.51	6.03	7.41												
Tai Po Market Dep.	7.15	8.40	9.05	9.45	10.35	10.50	11.50	3.10	3.35	5.05	6.17	7.55												
Tai Po ...Dep.	7.30	8.55	9.20	10.00	10.40	10.55	11.55	3.25	3.50	5.20	6.32	8.10												
Fanning ...Dep.	7.30	8.55	9.20	10.00	10.40	10.55	11.55	3.25	3.50	5.20	6.32	8.10												
Shamshui ...Dep.	7.35	9.00	9.25	10.05	10.45	11.00	12.00	3.30	3.55	5.25	6.37	8.15												
Shamshui ...Arr.	7.41	8.45	9.10	9.50	10.30	10.45	11.45	3.12	3.37	5.07	6.19	7.57												
Canton ...Arr.	—	12.40	—	5.38	—	—	—	—	—	7.28	—	—												

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shamshui ...Dep.	7.15	8.05	8.30	11.45	11.55	2.55	4.55	5.45	6.45	7.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shamshui ...Dep.	7.35	8.12	8.45	12.05	12.15	3.15	5.15	6.05	7.05	8.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fanning ...Dep.	7.30	8.16	8.47	—	12.07	3.10	5.10	6.00	7.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tai Po Market Dep.	7.40	8.26	8.57	—	12.18	3.21	5.21	6.10	7.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tai Po ...Dep.	7.44	8.31	9.01	—	12.23	3.26	5.26	6.15	7.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shatin ...Dep.	7.57	8.44	9.14	—	12.36	3.39	5.39	6.28	7.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shamshui ...Dep.	8.11	8.58	9.28	—	12.48	3.51	5.51	6.40	7.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kowloon ...Arr.	8.17	9.03	9.33	12.53	1.03	4.03	6.03	6.46	7.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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TUESDAY, 10th JULY, 1928.

8 A.M. No Sailing to Macao. 2 P.M. No Sailing from Macao.

WEDNESDAY, 11th JULY, 1928.

8 A.M. No Sailing to Macao. 2 P.M. No Sailing from Macao.

EXCURSION TO MACAO.

SUNDAY, 15th JULY, 1928.

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Macao to Hong Kong: 3.30 P.M. "SUI AN"

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Our London Letter.

JAVA RINGS UP WHITEHALL.

MR. AMERY ON FUTURE TERRORS OF OFFICE.

THE PRIMATE TO RETIRE.

THE DEATH OF MR. JOHN LEWIS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 16th.

Speaking at the annual dinner of the Corona Club in London the Colonial Minister, Mr. Amery, said the other day he spent ten minutes in conversation by wireless telephone with Mr. Ormsby-Gore who was somewhere in Java. He added that when he hung up the receiver he wondered what the life of the Colonial Minister would be when he was rung up by some of the 37 governors and administrators in the British Empire to tell him fluently what they thought about his latest dispatches, and, still more, when they could enforce their vocal powers by televisual gestures!

An Oxford Street "Character."

One of the most remarkable men in the business life of the West End of London for nearly a couple of generations has died in the person of Mr. John Lewis. He was more than 90, and was known to shoppers as the owner of the drapery establishment in Oxford Street that rivals in size and importance the big stores. It was, however, a one-man concern, and was a survival of the days before the great limited liability companies came into drapery in the West End.

"Old Mr. John" as he was called by everyone was a single, strong personality with decided views. One of his maxims was always to deal direct with manufacturers, and consequently commercial travellers were simply shooed off the premises. Sometimes this led to incidents. One morning he saw a man in the shop with a bag. He's a traveller," cried the old despot. "Tell him to get out. But the supposed 'commercial' proved to be the Home Secretary, Mr. McKenna, now Chairman of the Midland Bank. He once had a feud with his ground landlord, Lord Howard de Walden, and pleaded his premises with personal criticisms of his Lordship, with the result that he was sued for libel.

Of late years he had lived in his beautiful country estate in Hampshire, but almost to the last paid visits to his business, or, as he used to say, "I'm going down to the shop." His death removes a popular "character" familiar to the public for the past 60 years.

The Archbishop of Canterbury.

It is understood in official Church circles that the Archbishop of Canterbury will resign before the life of the present Parliament expires. This would enable the Prime Minister to appoint his successor before leaving Downing Street. In previous letters I have foreshadowed the Primate's resignation. But all doubt as to when it would take place is set at rest this week by a statement he made himself at the Canterbury Diocesan Conference. He said when the next Lambeth Conference is held in 1930 it will be under chairmanship other than mine.

The Archbishop is 80 years of age, and he has held his high office for 25 years. This is longer than any other Primacy since the Sixteenth century. The strain of the Prayer Book revision and subsequent controversy both in Parliament and outside, coupled with the bodily infirmity, have told heavily on the aged Archbishop. He has been a sufferer from sciatica since a young man he was injured by a gunshot wound, and of late years he has been a victim of lumbago. The Church of England has had many great Archbishops, but she has never had one who displayed more of the qualities of statesmanship than Dr. Randall Davidson.

Soviet Money.

The Home Secretary's statement in the House of Commons with regard to contributions received by the Communist party in England from Soviet sources did not create the sensation that was expected. What it amounted to was in effect that British Communists have received a great deal more money from abroad than from supporters at home, and that proof had been

(Continued on next Column.)

SAVIDGE INQUIRY SEQUEL.

INSPECTOR COLLINS TO TAKE LEGAL ACTION.

Legal action is to be taken by Chief Inspector Collins, of New Scotland-yard, against a number of provincial newspapers because of a mistake in reporting the proceedings of the Savidge Tribunal. The Chief Commissioner of Police has given permission to Mr. Collins to proceed in the matter, and the issue of a writ for libel against each of the newspapers concerned is contemplated.

Sir Archibald Bodkin, the Director of Public Prosecutions, in his evidence made use of the words:—"I don't know whether it is suggested that I was a party to what was suggested against Insp. Collins—that, although he started the investigation, he was false to me, false to the commissioner, and false to his duty."

That passage appeared in certain newspapers—with publication centres extending from Scotland to Southern England—as though Sir Archibald Bodkin had said that Inspector Collins was "false to me, false to the commissioner, and false to the public."

COMMUNIST THEATRE FAILS.

VICTIM TO THE TAX-GATHERER.

BERLIN, June 17th.

Berlin's latest and best theatrical venture, the Communist theatre, directed by Erwin Piscator, has been declared bankrupt for reasons of amusement tax.

Considering the full-house success of the Communist theatre, the news that it was bankrupt was a surprise to friends and enemies alike. The enemies are few; they are those who are unable to distinguish between the Moscow propaganda of a fiery spirit and the extraordinarily high form of art in production in which he has incorporated his message. Piscator's combination of screen and stage is considered the biggest theatrical innovation of late years. The most fashionable people of Berlin were willing to pay high prices for front seats, but Piscator is said never to have refused any who desired free tickets, and to have suffered, in particular, from the form of cheap subscriptions which he has, as was natural in an old director of the People's Theatre, permitted to be extended to his own non-subsidised house.

Piscator has been permitted by the authorities to be as violent in his political views as he liked. One of his most famous efforts was the cynical presentation of the ex-Kaiser, the "Tzar," and the Austrian Emperor, ending despatches during the Great War; another a film strip showing pictures of all the Tsar's ancestors, with details of their deaths from disease or assassination. But the fact that he should fall a victim to anything so banal as the tax-gatherer, has aroused sympathy on his behalf in all political circles.

obtained that some of this money from foreign sources passed to the Communists through the Moscow Narodny Bank, London.

The bank placed their books at the disposal of the Home Secretary's experts, and it appears that they had no knowledge how money drawn out was used. They paid it across the counter in the ordinary course of business. But it was found by definite proof that money went through the bank from the Third International, which everyone knows is in close association with the Soviet Government, and that it was received by certain people who are the agents in this country of Moscow. About £28,000 was involved in these transactions.

There is nothing in English law to prevent such payments by foreigners to finance political organisations here, always provided that the organisations themselves are not illegal. The Communist party is not illegal, but if it uses the money so received for illegal ends the obvious step is to prosecute. This the Home Secretary declares he will do, and he knows who is engaged in the Communist party in the pay of Russia. It is interesting to note that the Labour party are more anxious than ever to disown any sympathy or association with the Communists.—H.B.

DIARY OF EVENTS.

To-day.
(July 10th.)

Sanitary Board Meeting, 4.15 p.m.
Fourth H.K. Troop Boy Scouts, Whist Drive Scandal Point Hall, 8.30 p.m.

Queen's Theatre: "A Little Journey."

World Theatre: "Wages of Virtue."

Star Theatre: "Wild Wild Susan."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via San Francisco (Shingo Maru), 10.30 a.m.

Wednesday.
(July 11th.)

Queen's Theatre: "A Little Journey."

World Theatre: "Wages of Virtue."

Star Theatre: "Wild Wild Susan."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via Marseilles (Hector), 10.30 a.m.

Thursday.
(July 12th.)

Queen's Theatre: "Mother Macree."

World Theatre: "Upstage."

Star Theatre: "Women Love Diamonds."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Inward: Europe via Negapatam; Letters only (Kidderport). Outward: Europe via Siberia (Sui Teng), 8 p.m.

Friday.
(July 13th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Queen's Theatre: "Mother Macree."

World Theatre: "Upstage."

Star Theatre: "Women Love Diamonds."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

BASEBALL:—Senior Division, Dragons v. Philippines Club; Junior Division, South China Scouts v. St. Joseph's.

TENNIS:—Second Division, Chinese R.C. v. Nippon Club; Craigengower v. Indian R.C.; Kowloon C.C. v. Royal Engineers; M.B.K. v. University; Hong Kong C.C. v. South China; Third Division, R.A.O.C. v. Kennedy Road v. Chinese Club; Nippon Club v. Chinese Club; Indian R.C. v. Kowloon C.C.; Chinese "B" v. Recreation "B"; Civil Service v. Recreation "A"; Y.M.O.A. v. Hong Kong C.C.

Principal Mails:—Outward: Europe via Marseilles (Kamo Maru), 9.30 a.m.

Sunday.
(July 15th.)

Sixth Sunday after Trinity, St. Stephen.

BASEBALL:—Senior Division, H.K.B.C. v. U.S. Navy; Junior Division, Kion v. Y.M.B.A.

Tea Dance: H.K. Hotel, 4.30 p.m.

Monday.
(July 16th.)

Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday.
(July 17th.)

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via Marseilles (Angers), 9.30 p.m.

SOVIET WAR BOGEY.

RICA, June 12th.

Soviet leaders are again talking about the danger of war threatening the Soviet Union.

M. Chubar, president of the Peoples' Commissars of the Ukraine, speaking yesterday at Kharkov, said the Western countries, under the leadership of Great Britain, were energetically forming an anti-Soviet bloc which was likely to culminate in an attack on the Soviet Union through Poland.—H.B.

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RELIGION AND THE MODERN WORLD.

SOME DIFFICULTIES ANSWERED.

HOW TO INTERPRET THE BIBLE.

DEAN OF HONG KONG'S SERMON AT ST. JOHN'S CATHEDRAL.

Preaching on Sunday morning at St. John's Cathedral on the question of the relation of the Christian religion to modern life and modern knowledge, the Very Rev. the Dean of Hong Kong (the Rev. A. Swann, M.A.) said frankly that much of the Bible must be taken as symbolic and not literal truth. There were, however, certain fundamental truths, such as the survival of the personality through death which were quite unaffected by any recent discussion or change of outlook.

The Preacher who took his text from Matthew xiii. 32, said:—
I am sure that the majority of us live in a New World with its own new ways of thinking and the two are seen to be alien to each other at many points.

How then are we to harmonize these two conflicting methods of thinking and expression? How can we continue to give to the Bible the high place in our esteem which we feel to be its due? I am convinced that first of all it is necessary quite honestly to face the fact that it is impossible that a collection of literature, written two to three thousand years ago, should be used in the 20th century A.D. without having some of its forms of thought and speech translated into modern forms.

Abiding Messages.
There are certain abiding messages in the Bible, the truth of which time can never undermine, but we must recognise the fact that these messages are often given to us in settings which are passing. Let us therefore consider one or two examples of contrasts between Biblical thinking and our own, but see at the same time that the Essential Spiritual Content is of as much value to us as it was to our forefathers.

The Resurrection.
For example, we believe in the persistence of personality through death, but we do not believe in the resurrection of the flesh, or even of the "body" in the sense in which the writers of the Bible believed in it.

Our forefathers could not imagine immortality apart from a resurrected body. Physical resurrection was the setting in which they thought of immortality. The very word "Resurrection," to express eternal life, would never have come to be used unless the current belief to be expressed has been that of the literal re-vivifying of the body. We can no longer believe that our material bodies will be re-assembled. We know that that part of us goes back at our burial to the earth and is used to give life to other forms of life; but still we hold that our soul or personality or character survives and goes on its way into the nearer presence of God.

Literal Truth of Christ's Resurrection.
I must say at this point that I believe that the Resurrection of Jesus Christ was in a different category to that which we expect for ourselves. The Spiritualising of His body was for an altogether special purpose at a special time. It was for an end which could not have been secured otherwise. And the wholly unique nature of His Person makes any doubt about the event for me unnecessary.

But our belief in Eternal life for ourselves, though not a belief in the resurrection of the flesh, is exactly as real as that of our forefathers, who argued and fought for the vision of a judgment day, when the dead should rise from land and sea or be restored from ashes.

Take another illustration of this same principle.
The Kingdom Of God.
Every time I say the Lord's Prayer I assert that I believe in the coming of the Kingdom of God, when righteousness shall be victorious in the earth, and Christ shall have come into His rightful place in the hearts and lives of men.

I do not believe in the physical return of Jesus. There is no doubt that the early Church mistook the meaning of Christ's words about His Kingdom, and read into them the sense which they wished to find. The sufferings of the first Christians, in fierce persecutions, made their longing for the literal return of Jesus in the Clouds of Heaven, to vindicate His followers, a most desirable event. It became an article of their belief.

Early Ideas Of The Earth.
And the cosmology of the early centuries of the Church made it easy for our forefathers to picture such an event.

They believed that the Earth was a flat parallelogram, bounded on all sides by seas. Beyond the seas were great walls which supported the Vault of Heaven. Above the Vault were the celestial dwellings. In such a world it was a simple matter to think of our Lord's return as a physical levitation.

Ascension as physical levitation until He was received into Heaven a definite distance above the ground, and to imagine His return as a physical descent from the same place.

On the other

A FORGER'S ZEAL.

MONTHS DEVOTED TO PERFECTING HIS ART.

BERLIN.
It was the ambition of Alfred Deutscher, a maker of slippers and player of the piano in small cafés, to make money in the literal sense of the word. His dream was to print paper money which should be indistinguishable from that which comes from the Reichsbank.

But, knowing how little qualified he was to succeed, he began to make an earnest study of books about chemical science and the graphic arts. He did not spend a pennig that was not absolutely necessary, and put aside all the money to go towards the purchase of instruments and material necessary for his purpose.

After a year of diligent study and experiment he managed to print a 10-mark note, but it was so bad that he knew it was worthless.

Capital Exhausted.
His little capital was exhausted and, in desperation, he told the secret of his life to a young pedlar, Kurt Preuss, who became a sleeping partner in the business. He raised the money required for further experiments from friends and relatives.

That was last December and since then Alfred Deutscher has gone on with the work until, a month ago, study, self-sacrifice, and perseverance brought their reward. The maker of slippers and the tinker of pianos at cafés made a perfect 10-mark note!

Had he had sufficient capital to keep his secret, he himself might now be a rich man, but his secret was known to so many people that it leaked out.

Now the police have entered the attic in which he lives and seized his jealously guarded instruments and 14 perfect 10-mark notes.

Our knowledge of the Earth has altered the setting of our belief in the manner of Christ's departure and return, and has made both natural and necessary a more spiritual conception.

We believe in a thousand daily "comings again" of Christ through the working of the Holy Spirit in the hearts and minds of men and women. He comes continually to encourage, guide, warn or rebuke.

We believe assuredly that every human soul is answerable for his life to the Author of Life, and that there is such a thing as divine Justice.

And we certainly believe in, and pray for, and work for the eventual triumph of goodness and righteousness when Christ shall be King indeed in the personal lives and public affairs of men.

Our belief is as real and vital as that of the Early Church, and its essence is the same, but it is in a new setting.

The Demon World.

Consider still another example of the same principle. The Bible is full of demonology. Everywhere it is assumed that the majority of the evils of life are to be attributed to the machinations of multitudes of evil spirits. Devils were the unquestioned cause of sickness, physical and mental, natural catastrophes, personal temptation. The power and scope of demons was taken for granted.

This universal assumption held the field for centuries after Bible times and almost down to the present day. The coming of the wealth of knowledge which scientific investigation has brought us has changed all this. The realm where demons used to operate have been invaded by scientific knowledge. Insanity, once ascribed to demons, is known to be the result of a disordered brain. Epilepsy, blindness, deafness, dumbness, hysteria, once regarded as evidence of demonic possession, have been diagnosed, described and carefully understood. The cause of thunderstorms is no longer diabolic but electric. Moral temptation is generally looked upon not as the inspiration of the devil, but as the result of our own evil impulses.

We do not claim omniscience and deny the possibility of the existence of evil spirits, but we no longer attribute our troubles to their activities.

Nevertheless we have not got rid of evil by ridding ourselves of the fear of demons. Every malign influence, every demon used to stand for, is with us still. The business of the Christian Church is still to cast out the spirit of evil and to bring in the reign of the Spirit of God. Once we realise this we can return to the Bible, and especially to the New Testament, and find there the record of the Casting Experiences and needs of men, even though its method of expression is not ours.

When a man says "I believe in the immortality of the Soul, but not in the resurrection of the flesh; I believe in the victory of God on Earth, but not in the physical return of Jesus; I believe in the reality of Sin and evil but not in the power of evil spirits," I hold that that man believes in the Bible, and is a true disciple to the Kingdom of Heaven, because he is like the householder which bringeth forth out of his treasure things both new and old.

HONG KONG STOCK EXCHANGE.

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Mercantile Bank	A. & B. £38 nom.
Do.	C. 214 nom.
P. & O. Bank	...291 nom.
East Asia Bank	...275 nom.
Canton Insurance	...280 sel.
Union Insurance	...3381 buy.
North China Ins.	...144 buy.
Yangtze Insurance	...M. 330 nom.
China Underwriters	...£2.80 sel.
China Fire Insurance	...£236 buy.
Hong Kong Fire Ins.	...£723 nom.
Donghai	...27 sel.
H.K. Steamers	...22 buy, 23 1/2 sel.
H.K. Tugs	...23 nom.
Indo-China (Prof.)	...336 buy.
Do. (Def.)	...370 buy.
Shell Transport	...102; nom.
Waterboots	...330; nom.
Benguet	...31 buy.
Kanlon Mining Admin.	...30; nom.
Leung Yee (combined)	...12.30 nom.
Do. (single)	...12.30 nom.
S'hai Explorations	...12.30 buy.
Shanghai Loans	...12.30 buy.
Rauhe	...34 nom.
Tromba Mines	...176 nom.
H.K. & W. Docks	...£137; nom.
H.K. & W. Docks	...£40 buy.
China Provident	...35 buy.
Bankers	...156 nom.
New Engineering	...156 nom.
Shanghai Docks	...1054 nom.
Evo Cottons	...176 nom.
Oriental Cottons	...2.10 buy.
S'hai Cottons (old)	...12.30 buy.
Do. (new)	...12.30 buy.
H.K. & S. Hotels	...£9.20 nom.
H.K. Lands	...£84 buy.
Shanghai Lands	...12.30 buy.
Hampshire Estates	...£14 buy, 14 1/2 sel.
H.K. Realities	...38 sel.
H.K. Tramways	...£24.85 buy, 14.85/80 na
Peak Tram (old)	...£13 buy.
Do. (new)	...£8 nom.
Star Ferries	...£64 buy.
China Lights (old)	...£11.35 buy, 11.35 sel.
Do. (new)	...£11.70 sel.
Do. (1928 issue)	...£11.60 nom.
H.K. Electric	...£43 buy, 43 1/2 sel.
Do. (new)	...£43 buy.
Macao Electric	...£38 buy.
Telephones	...£5.20 buy.
China Buses	...£10 buy.
Singapore Traction	...11/3 nom.
Do. (Prof.)	...17/8 nom.
China Sugars	...£2.70 nom.
Malayan Sugars	...£24 nom.
Canton Ice	...£34 buy.
Cementa (combined)	...£9.45 buy.
Do. (old)	...£8.40 nom.
Do. (new)	...£14.55 buy.
H.K. Bopes (old)	...£8 buy.
Do. (new)	...£8 nom.
United Asbestos	...£0 nom.
Dairy Farms	...£21.90 buy.
Watsons	...£14 sel.
Der A Wings	...£0.50 nom.
Lane Crawford	...£24 sel.
Blackbush	...£20 nom.
Sinco	...£33 buy.
Wm. Fowler	...£30 sel.
H.K. Amusement	...£30 sel.
H.K. Constructions	...£11 sel.
S'qua. Indus. G.S. Bonds	...68 1/2 buy.
H.K. Govt. Loans	...5% prem. nom. buy.—buyers; sel.—sellers; na.—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rupee, July 8th.	
Paris	124.10
Brussels	34.91
Amsterdam	12.09
Berlin	20.29
Copenhagen	18.20
Vienna	34.55
Helsingfors	193
Liabon	27/32
Bucharest	793
Buenos Aires	47.13/32
New York	4.87 1/2
Geneva	25.27 1/2
Milan	92.78 1/2
Stockholm	18.16
Oslo	18.20 1/2
Prague	164 1/2
Madrid	29.49
Athens	373
Rio	5.57/64
Bombay	1/32 3/64
Yokohama	1/16 1/2
Shanghai	27/32
Hong Kong	27/32
Silver (spot)	37.5/16
Silver (forward)	27 1/2

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WITH

GILMAN'S

"OCEAN" COMPREHENSIVE POLICY.



The Refreshing Fragrance

Of a newly opened cake of Cuticura Soap, combined with its purity and excellent properties, make it the ideal Soap for all toilet uses. It cleanses and purifies the skin and helps to keep it clear, fresh and youthful.

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The Food of Life

In the interests of Good Health it is advisable to use only a well-known and established brand.

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BEAR BRAND

Obtainable everywhere

A. B. MOULDER & CO. [A.F.S.]

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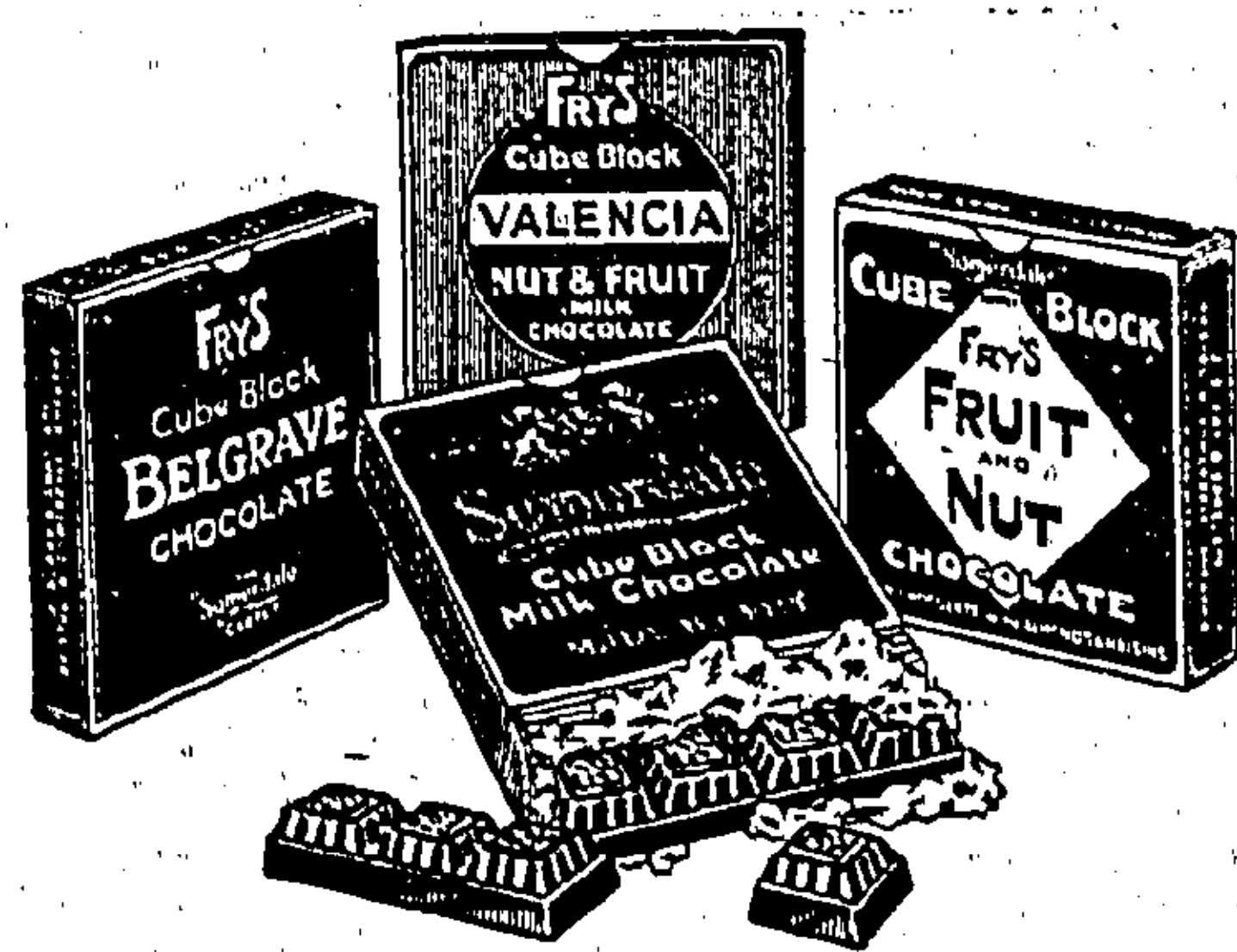
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it is
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and
invigorating.

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MITSUI BUSSAN KAISHA LTD.
HONG KONG.



Feeling
Fine!

Do not become a victim of the climate. Keep young and enjoy life by taking Sanatogen.

Sanatogen infuses into the blood and nerve-cells exactly those elements which build up your system and give you the feeling of youthful life and energy.

Begin to take Sanatogen at once. In a short time you will feel the strengthening and invigorating effects on your health; you will "feel fine."

Health means Youth!

SANATOGEN

The True Tonic-Food
Sold at all Chemists and Stores.

BONAR LAW COLLEGE.

GIFT TO CONSERVATIVE PARTY

HISTORIC ASHRIDGE.

MANSSION THAT COST
£350,000 TO BUILD.

The Conservative Central Office issued the following statement on June 14th:-

"It will give satisfaction to lovers of historic England to know that the beautiful Ashridge, the famous Hertfordshire seat of the Dukes of Bridgewater, has been saved for public use owing to the generosity of a friend of the late Mr. Bonar Law.

"It is understood that this magnificent mansion, equipped and partially endowed, has been offered to, and accepted by, the Conservative Party for the purpose of an educational centre and training college so as to form a lasting memorial to the late Mr. Bonar Law."

The house will become a political university, where training in politics, history, and economics will be given to parliamentary candidates and other people of both sexes.

Ashridge House originally cost £350,000 to build. The present gift includes both the house and about eighty acres of the surrounding estate. The donor prefers to remain anonymous.

Famous Beauty Spot.

The present house was designed by James Wyatt, R.A., in 1809, and completed under the supervision of his nephew, Sir Jeffrey Wyatville, R.A., in 1814. It is an immense mass of buildings, a striking combination of castle and abbey, characteristic of the Gothic revival.

The principal front is 1,000 feet in length, "a varied and irregular line of towers and battlements, arched doorways, mulioned windows, corbels, and machicolations, with a massive turret centre and fine Gothic porch," and "a beautifully proportioned spire surmounting the chapel." This Gothic chapel has been regarded as Wyatt's masterpiece.

Duke's Memorial.

One long avenue leads away from the house for a mile or more to a height above the exquisite little village of Ashridge, and on the crest was erected in 1839 a monument, 100 feet high, in honour of Francis third duke of Bridgewater, father of inland navigation. Tens of thousands of visitors have climbed this granite column. From the summit grand, extensive views can be obtained.

The history of Ashridge goes back centuries before the erection of Wyatt's masterpiece. In 1893 Edmund Earl of Cornwall brought back from Saxony a gold box which was reputed to contain a particle of the blood of Christ. Here, beside his palace at Ashridge, the earl built a monastery for the order of the Bonhommes, and in the monastery the gold box with its supposed sacred relic was placed.

Crowds flocked in pilgrimage to this shrine. The monastery became a mine of wealth. But at length, 150 years later, the supposed blood from the monastery was publicly shown by the Bishop of Rochester at St. Paul's Cross, and proved to be only honey clarified and coloured.

The Earl of Cornwall died at Ashridge; his heart, flesh, and inward parts were interred there, but his bones were sent to another foundation at his at Hayles, in Gloucestershire, and buried with pomp and circumstance, the King being present.

A Royal Christmas.

King Edward I. spent Christmas, 1290, at Ashridge, and held a parliament there. Local people made no great rejoicing thereat, for their provisions were commandeered for the king's use.

When the monasteries were dissolved Ashridge was given by Edward VI. to his sister, Princess Elizabeth. She stayed there often before being crowned queen, and in 1554 she was apprehended there on suspicion of being involved in Sir T. Wyatt's conspiracy. The officers sent to arrest her were met with the excuse that she was confined to her bed by illness, but their instructions were to "take her, dead or alive, to the Tower, and she was duly apprehended."

LIGHTER HYDE PARK.

An announcement is to be made in the House of Commons as to the lighting of Hyde Park.

The authorities have decided that the area near the Achilles statue should have more lamps and that the roads and paths should be better illuminated. This will, it is thought, facilitate the work of the police as well as assist pedestrians.

The Home Secretary stated in Parliament that during April 64 persons concerned in 33 cases were charged with indecency in the Park. Only one charge was supported by other than police evidence.

RASPUTIN'S DEATH.

DAUGHTER SUES A GRAND DUKE AND PRINCE.

£300,000 CLAIM.

Paris, July 14th. Mme. Marie Grigorievna, daughter of Rasputin, the Russian "monk," and widow of Boris Soloviev, is bringing an action for damages and claiming £300,000 in a Paris court against Prince Yussupoff and the Grand Duke Dimitri Pavlovitch, charging them with the murder of her father, writes a correspondent of the Daily Express.

Mme. Grigorievna said to a Daily Express representative that she had no absolute proof of the identity of her father's slayer until she read the book, "The End of Rasputin," written by Prince Yussupoff, and recently published in Paris, in which the prince admitted having killed Rasputin, and stated that the Grand Duke Dimitri Pavlovitch was one of his accomplices.

Rasputin, who was known as the "monk," although he belonged to no religious order, at one time acquired wide political influence in Russia. He was killed on December 17th, 1916, after having been lured into a trap. An attempt to poison him failed, and he was shot. The body was thrown into the Neva from the Putrovsky Bridge.

Life in Paris.

Mme. Grigorievna, who is thirty years of age, has been living in Paris for some years with her two children. She was born at Pokrovskoe, in the province of Tobolsk. Her mother was Feodorovna Doubravina, the legitimate wife of Rasputin. Her husband died some years ago in Russia.

The case is to be heard before the first tribunal in Paris in two or three months' time. Mme. Grigorievna states in her petition that her father's murderers, not satisfied in proclaiming their deed, also insult their victim's memory by attempting to bring on him discredit, which, she says, reacts on the members of his family.

Mme. Grigorievna claims redress from a French court on the principle that as a Russian refugee deprived of her citizenship by the Soviet decree of October 29th, 1924, she is without a country, and as such is entitled to seek redress in the country in which she and her dependants, Prince Yussupoff and Grand Duke Dimitri Pavlovitch, now reside.

THE FUNNY WAYS OF THE ENGLISH.

YVETTE GUILBERT DOES NOT LIKE PASSPORT RESTRICTION.

"You are funny, you English people!" said Madame Yvette Guilbert, with a twinkle in her eye.

"In the middle of the war," she explained to the *Evening Standard*, "you asked me over here with every sort of welcoming enthusiasm to help your recruiting meetings. I sang 'Tra-la-lal' Square; oh, la, what a business! And last night, when I land at Dover for a little visit, they write on my passport, 'Must not stay more than a fortnight.' If I do I shall get slapped, and packed out of England."

"Do we do that when your great musician—what is his name?—Beecham?—comes to Paris? Not at all. We cry 'Welcome!' to him."

Mme. Guilbert, the "divine Yvette" of the 'nineties, was to appear for a week at the Arts Theatre.

The Passing Of The Cultured.

"I am going to sing your old English song, 'Oh no, John,' which Mr. Bernard Shaw gave me," she said. "I don't know whether English audiences have changed as they have in France. In my young days the stalls were filled with cultured people, who understood one's subtle allusions and one's satirical jests at the expense of the society of the time."

"But to-day the stalls in France are filled with the people who once upon a time were relegated to the gallery. The cultured audience has almost disappeared. That is why I like an intimate little theatre. Only people with brains and wit go to it, and one does not have to 'There is no culture in America. Everywhere I went my shows were boosted as 'naughty,' in order to attract crowds. It was dreadful. The land of jazz that sings with its feet was interested in a song only if it thought it was naughty. But as the greater part of them did not understand my French they were not disillusioned."

"Saying" Her Songs.

"I have really made a science of the art of the *diteuse*. I discard the music and just say my songs, creating my own expression as I go."

"As long as I have my voice I shall be happy. I may be old, ugly, unable to sing—but God still lets me speak, and speak I shall until I die."

Mme. Guilbert, who began life as a shop-girl at the Printemps in Paris, "got the bird" at her first appearances in provincial music halls. Later she achieved fame.

LEPROSY NOT CONTAGIOUS?

PICKED UP FROM THE SOIL.

U.S. PROFESSOR'S IMPORTANT RESEARCHES.

Berkeley, California, June 29th.

Leprosy, dread disease which isolates its victims in so-called "colonies of the living dead," is probably not at all contagious, according to findings made public by the University of California medical department, says a United Press message.

These findings, it is stressed, are purely tentative and do not mean that the university definitely announced that the disease was discovered to be non-contagious. They tend to bear out previous theories that while leprosy is infectious it is not contagious.

The report embodies conclusion reached by Dr. E. L. Walker, professor of tropical medicine, following fourteen months research in Honolulu and on the island of Molokai, where the leprosy colony of the Hawaiian Islands is located. His study included both laboratory research and investigations among 150 victims of the disease. The research was conducted at the invitation of the United States Public Health Service.

Dr. Walker's study will be continued and augmented by other scientists and if his findings are sustained by further research they are expected to result in changes of vast scientific, economic and governmental importance.

The two basic conclusions of Dr. Walker's report were:

1. Leprosy is caused by a bacterium related to the fungus actinomycetes, a plant-like growth of microscopic size, which thrives on no living organism except that of man, but which is found in the soil practically everywhere in Hawaii and other countries which have a similar climate and soil structure.

2. These bacteria enter the body in cuts or wounds about the feet, and are not transmitted by the leper, despite the cries of "unclean," which have driven him as an outcast from society, since the dawn of written history.

Dr. Walker stated that the actinomycetes are very difficult to study, chiefly because leprosy is found only in human beings, and it is therefore impossible to try the organisms on any animal. It is considered too dangerous to experiment with them on humans.

When grown in the laboratory the bacteria assume a different shape and form with each generation, and are seldom identical with the organism as it is found in the human tissue of leper victims.

Bearing out his contention that the actinomycetes cause leprosy, Dr. Walker pointed out that the disease is found chiefly in countries where the natives go barefoot. They pick it up from the soil, he believes.

CINEMA NEWS.

"A LITTLE JOURNEY."

"A Little Journey," will be shown at the Queen's to-day and to-morrow. Almost the whole of the action takes place on a train journey across the American Continent. Claire Windsor appears as a beautiful young traveller harassed by the attentions of an impudent, handsome young man, played by William Haines. His efforts to become acquainted with her prove successful when the girl loses her purse and is forced to accept train fare from him. From this point onward, a friendship ripens into a charming romance. Harry Carey plays the amusing part of an unsuccessful suitor.

Gloria Swanson and The Legion.

"Wages of Virtue," showing at the World to-day and to-morrow, is a colourful love story of the French Foreign Legion, adapted from the novel by Fernand Wren. Gloria Swanson, has the role of a young Neapolitan girl who becomes the little mother of the "men without a country." Ben Lyon is a recruit in the Legion, a youngster with whom Carmelita falls in love. Norman Trevor plays John Boule, veteran of the regiment.

Vivacious Bebe Daniels.

An entertaining picture featuring the charming and vivacious Bebe Daniels is the attraction at the Star to-day and to-morrow. The heroine in "Wild, Wild Susan," sets the New York police, fire departments and her sort of family agog with her escapades, makes a "round trip to Europe" in one jump—back to the landing stage—when she discovers the prosaic nature of her travelling companions and finally embarks on a "career" as a lady detective. A "taxi-driver" then enters into the scheme of things and is able to offer help and sympathy which forms the basis of a friendship lasting throughout some thrilling adventures in which a host of others are involved. Rod La Rocque plays opposite the star.

ROMANCE ON A TRAIN!

A LAUGH AND A THRILL IN EVERY MILE—AND THERE ARE THREE THOUSAND OF THEM BETWEEN NEW YORK AND SAN FRANCISCO!



CLAIRE WINDSOR

IN

A LITTLE JOURNEY

with

WILLIAM HAINES—HARRY CAREY.

THE story of a beauty who went from New York to Frisco to a loveless marriage—but found real romance on the way!

AT THE
QUEEN'S

TO-DAY AND
TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

SEE GLORIA AS A SPITFIRE ITALIAN GIRL—THE PET OF THE FRENCH FOREIGN LEGION!



Gloria SWANSON
ALLAN DWAN
Production
"Wages of Virtue"
A Paramount Picture

AT THE
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TO-DAY & TO-MORROW
Orchestra. Interpreter.
5.15 & 9.20. 2.30 & 7.15.

THE amusing story of a girl who had a weakness for getting into trouble!



AT THE
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TO-DAY & TO-MORROW
Continuous 2.30 to 11.15.

BREAKFAST "A L'ANGLAISE."

BERLIN ESCHEWS THE EARLY PINT.

England sets the fashion for many things in Germany, but breakfast in the English style has never appealed to a nation content with coffee and rolls in the morning. A compromise, however, has been made by the truly fashionable, who are sending invitations to Sunday breakfast parties.

The givers of these feasts, who are men of substance in the financial world, and their wives, who live in the western suburbs amid very beautiful surroundings, may be presumed to possess friends who have cars to take them home again in time for lunch. Otherwise the meal, which lasts from eleven to one, would interfere with Sunday dinner, to an extent even the very fashionable cannot truly desire.

The menu is composed of ham and eggs, steak, toast, fruit, cheese, coffee, and cigars. The inclusion of cheese points to a conclusion with the Dutchman's early morning meal. The mention only of coffee means that the German's traditional Sunday morning gathering of friends over a bottle of wine—the "early pint" (Früh-schoppen)—is making way for something indicative of a new and sport-loving generation. The wearing of pyjamas on the part of guests and host and hostess is believed to be not entirely English in origin, and is therefore discouraged, save, it is understood, by the very smart.

Yau Chiu Man, D.C.L.
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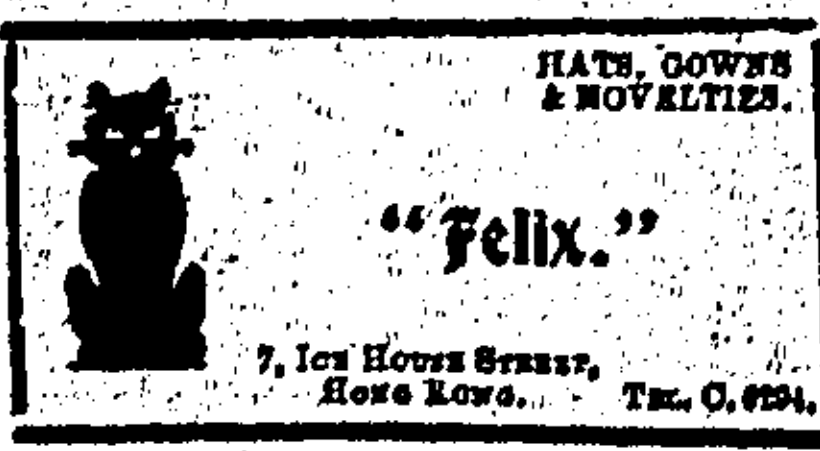
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SPORTING CARTRIDGES of all descriptions.
Agents for W. W. GREENEY Ltd., Birmingham.

HONG KONG SPORTING ARMS AND AMMUNITION STORE.
6 BRADFIELD ARCADE.



"Felix."

7, Ice House Street, Hong Kong. Tel. C. 6254.



Soft Felt Hats.



Made of finest fur felt, adaptable to any shape of brim. New shades of Grey, Fawn, Brown and Plum in all sizes.

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MEN'S WEAR SPECIALISTS & Co. Ltd.
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FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS

a fast and efficient method of reinforcing fibre boxes, crates, bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

J. M. DA ROCHA & CO., Agents.

FIBREBOARD PRODUCTS CO. OF SAN FRANCISCO.
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The Ideal Summer Drink

ELBSCHLOSS BEER

Trays, Markers, Playing Cards

Given Free for

EVERY DOZEN QUARTS

SOLE AGENTS:

THE WING ON CO. LTD.
HONG KONG.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., Sole Agents

MR. S. LILLICRAP'S STATEMENT.

HOW HE CAME TO BE IMPRISONED.

SMUGGLING SUGGESTION AND OVERBEARING OFFICIALS.

FILTHY PLACE OF CONFINEMENT.

The following is the statement by Mr. Lillicrap of the occurrences which led to his arrest and detention for one night in a Canton prison. In his opinion the men who seized the cases of wine and spirit consigned to him from the s.s. "Kwangtung" were actuated by a desire to get the informer reward.

On Tuesday the 3rd July there were 38 cases wines and spirits on board the s.s. Kwangtung from Hong Kong consigned to Messrs. T. E. Griffith, Ltd.

This firm instructed me to take delivery of this consignment for them.

In accordance with my usual practice (which is also the practice of all firms importing wines to Shamen) I made out the usual Chinese Maritime Customs Application, and also applied to the Kwangtung Wine Tax Department for permission to discharge the consignment from Kwangtung to the Shamen.

As I have handled many consignments of wines and spirits of my own and several other wines and spirits firms on the Shamen, I am working in perfect harmony with this department, and they therefore issued a release permit at once.

Besides the above mentioned cargo we also had the following from the *Taihan*:—One case fresh butter and one piece beef for the U.S.S. *Pampanga*. Four cases office equipment for the National City Bank of New York and two cases hams and one case tooth picks for Rahim Store.

After having all the necessary papers in order the motor-boat *Ouli* towed the cargo boat Customs Reg. No. 1964 to the *Taihan* and discharged the cargo mentioned above.

The *Taihan's* cargo was then taken to the Customs examination shed for examination, but finding that the Customs examiners had gone for tiffin, and that our examination papers had not yet arrived, I decided to save time by going to the *Kwangtung*, which was lying in the mid-stream.

We discharged from this vessel 36 cases wines and spirits consigned to T. E. Griffith, Ltd., and as the sun was very strong at this time, I decided to take the cargo to the Shamen in order to run the butter and fresh beef to the *Pampanga* to be put into cold storage at once and thus save damage due to the sun's heat.

While this was being done Mr. Wahab and myself went for our own tiffin.

After tiffin, I had a small business transaction with Messrs. Butterfield & Swire, and it would be 2.30 p.m. when we finally started for the Customs Examination Shed for all the cargo to be examined, Wahab and myself walking overland and the cargo boat going by water.

On arrival at the Customs Examination Shed the Customs Examiner instructed us to bring him many articles for examination, such as the 4 cases for the National City Bank, Rahim Stores 2 cases hams and samples of all wines of the consignment.

While this was being done it was necessary for Wahab to go to and fro from the cargo boat with the necessary samples required by the Customs Examiner.

It was on his return from one of these visits that he reported to me that a motor-boat belonging to the Kwangtung, Canton and Honam Wine and Spirit and Cigarette Stamp Tax Bureau with four heavily armed men including the motor-boat driver, was alongside our cargo boat, and the principal asked Wahab what was the nature of our cargo, and Wahab replied that it was a consignment of 28 cases wines and spirits consigned to Messrs. T. E. Griffith's on the Shamen. This man then asked if we had a British Consular Chop empowering us to take the wines to the Shamen. Wahab replied that such a chop or permission was certainly not in our possession and that we had never on former occasions ever had to get such a document, but that we had, however, a permit which was all that had been necessary in the past, and that was a permit from the Kwangtung Wine Tax Department. He asked for this document which was produced for his inspection.

Wahab thereupon came back to the examination shed and reported the matter to me. I immediately went out to the cargo boat and inquired from the armed detective in charge who he was and what department he represented, and he

informed me that he was from the Kwangtung, Canton and Honam Wines and Cigarette Stamp Tax Bureau. It was at this point that he stated that all was in order and that he knew that the City Stamp Tax was not enforced on the Shamen and that he had sent his coolie with our release permit from the other Wine Tax Bureau to his superior at their head office. He assured me that everything was in order and that we could proceed with our Customs examination.

This I proceeded to do. I went back into the examination shed and proceeded with the examination.

The Cargo Seized.

A few minutes later one of our cargo coolies came into the examination shed, saying that the coolie who had been sent to the office with our release permit from the other Wine Tax Bureau had returned saying that the cargo had to be seized.

Wahab and I then proceeded to the office of the Kwangtung Wine Tax Bureau, and informed them that the wine which they had granted a release permit that morning had been seized by the Kwangtung, Canton and Honam, Wine and Cigarette Stamp Tax Bureau and they very kindly sent a detective belonging to their department with us back to the examination shed, and here he informed the detective who had seized the wine that his department had already granted a release permit for us to take the wines to the Shamen and that there was no more tax to be paid except if the wines were again taken to the City from the Shamen, and in that case the Shamen firms would apply for the stamps to do so.

Everything In Order.

The detective in charge of the seizure then said he knew that everything was in order, and that all that was now wanted was for us to take the cargo to the wharf situated near the Ka Naam Tong Buildings, and there the cargo would be sealed so that we would not be stopped by any other people on the way to the Shamen. He even stated that all the other firms on the Shamen adopted this proceeding, and that it was only a matter of form and when completed we could proceed to Shamen.

We therefore took the cargo boat to the place indicated, being escorted by the motor-boat, which had seized the cargo. I might here remark that on the way down the river from the Customs Examination Shed to the Bureau's wharf there was a very liberal display of revolvers by the seizure party.

On arrival at the wharf indicated by them Wahab and I were compelled to go with these people to see their superior at his office.

This office is situated in a street of Tsimshing Maloo and at the back of the Ka Naam Tong Buildings.

A Threatening Attitude.

On arrival at this office we were then taken into the presence of a man whom I understand was the chief detective of this department, who assumed a very threatening attitude, pulling out his revolver, when I asked him through Wahab's interpretation, why they had taken such a high handed action. He pretended to bluster and to be very unreasonable, in fact we were hemmed in by a large number of officials, and others who all proceeded to argue about the case. The result was very discouraging, because Wahab who speaks the Chinese Language very fluently could not get a hearing.

It was while they were in this state of frenzy that we were taken to another and higher official of this same department. In fact I think he must have been in charge of the whole department, and he stated that he had a letter in his possession from H.B.M. Consulate stating that the Shamen firms would have to pay the City Stamp Tax, and that any firm on the Shamen who wish to import wines to the Shamen the cargo had to be accompanied by a Municipal Policeman.

This man also refused to listen to reason, and even refused to give us a hearing, and he ordered us to be taken to the Finance Ministry. A car was then ordered and we were taken to the Finance Ministry under armed guards at about 5.10 p.m.

Evil Smelling And Crowded Prison.

On arrival at the Finance Ministry we were taken to the top floor and told to wait outside in the corridor for a few minutes. It was while we were waiting in the corridor that Wahab overheard the conversation of several persons in the office mentioned that it was a case of smuggling. This was the first time that this word had been used, however, before we had any chance to interview the persons in the office two soldiers with fixed bayonets marched us off down to the basement and there handed us over to the Captain in charge of the prison guards, and we were put into a very small dimly lit, evil smelling cellar about eight feet broad by twelve feet long. In this cellar there were twenty three other prisoners, we were not allowed to have any food until Mr. Tuson very kindly sent his ward with food by any boy, even then the food had to be tasted before we were allowed to have it, several bottles of mineral waters had to be opened to be tasted also, thus making them of no further use, there was no room in this prison for all to sit down, and when it came to the time for sleep, one of the prisoners very kindly handed his form for Wahab and myself to try and sleep, which of course, was impossible because the form was probably about 1' 9" broad.

The stench was appalling, because it must be borne in mind that all lavatory purposes had to be done in this same room, and I cannot understand how the Chinese prisoners could possibly live in the place without contracting some disease. My clothes which I had worn during my sojourn in the "dungeon," I had to have destroyed on my arrival at home because of the amount of vermin on them.

At about 8 p.m. the officer in charge of the guards told us that a member of the British Consulate had called asking for our instant release, but he said that he was unable to do this because he had implicit instructions to keep a close watch upon us, but he said he would try to get into touch with the Commissioner of Wine Taxes, telling him that the British Consul General had asked for our release.

At about 9.30 p.m. my boy arrived with a card from Mr. Tuson, asking for permission for bearer to carry food into us. This was allowed, but before doing so the food had to be tasted by my boy, and several mineral waters, which had very thoughtfully been sent to us, had also to be opened and tasted, this of course spoiling the unconsumed ones.

Frightful Conditions.

At 6 a.m. all the prisoners were awakened; I can only leave you to imagine the frightful condition of affairs in the cell. One or two small bowls of water were put into the cell, and I quickly rinsed my face before they could be used by the rest of the prisoners.

At 8 o'clock the officer for some reason or other relaxed his harsh treatment and ordered us out of the cell into his own room and there we had our first breath of fresh air. It was in this room that we had our breakfast, brought in by my boy, but again after it had been tasted. In my opinion the officer had received instruction to let us out probably thinking that we would get a visit from the British Consulate, and that they did not want to create a bad impression by letting them see us in the filthy cell.

As my watch had stopped I had no proper idea of the time, but I think it would be about 11.15 a.m. that we were ordered to be taken upstairs to the top floor of the building. There we were asked a few questions about the proceedings of the day before, and we were then taken to the Ministry of Foreign Affairs and after a wait of about half an hour we were joined by Mr. Tuson, and after the necessary formality of receiving us, we were allowed to proceed free.

We then proceeded to Shamen at which place we arrived at 12.35 p.m.

Spirited Protest.

Summing up the whole unfortunate affair I have come to the conclusion, that the men who seized the consignment, had no previous knowledge of the arrival of this cargo but just by pure luck saw the cargo and immediately framed a case against us so that they could get the informers' reward, and I strongly make this protest against this high handed action, and demand that the consignment of wines and spirits now in the hands of the Kwangtung, Canton and Honam, Wines, Cigarette, Stamp Tax Bureau should be instantly released, without payment of tax that has never been imposed on the Shamen before, and also that they be made to pay compensation for the wrongful imprisonment, and the loss of clothes which had to be destroyed belonging to Mr. Wahab and myself, also loss of business due to a consignment of 19 cases of wines and spirits ex Kwangtung for which we had to be returned to Hong Kong owing to my being unable to take delivery yesterday the 4th July.

I also have the honour to request that the authorities responsible for this wrongful imprisonment, should be compelled to give a written apology for the suffering they have caused. This will also tend to clear the mind of my Shamen clients of any lingering doubts that they may still entertain that any smuggling took place."

HONG KONG A.D.C.

APPEAL FOR NEW TALENT.

HOPES TO PRODUCE THREE PLAYS THIS SEASON.

At the recent annual general meeting of the Hong Kong Amateur Dramatic Club, the rules of the Society were amended so that the maximum number of members is now 100 instead of 40. No distinction in future will be made between playing and non-playing members.

It is hoped to produce three plays during the course of the season, but a definite programme has not yet been fixed.

The Committee are very anxious indeed to get new members, especially playing members, and an appeal is made to anyone who has had experience of acting to come along, while novices who feel they would like to try their hand are also welcome. There is a lot of talent in the H.K.A.D.C. and a beginner will find both friendly and helpful colleagues. Many a star has graduated among amateurs so there is a big chance for future Gladys Coopers and Gerald du Mauriers.

So far the response for members has not been too encouraging.

The Accounts.

The "Bull Dog" Drummond" account showed a profit of \$194, the total receipts being \$3,200, and the expenses \$4,096—so play producing in Hong Kong is an expensive luxury. The hire of the City Hall was \$1,076 and scenery accounted for another \$1,100. The general account shows a balance in hand of \$432 which is not too much capital with which to launch out on another production.

The Committee.

The following committee has been elected for the current year: Mr. W. A. Hannibal (President), Lieut. Colonel J. S. Bostock, C.B.E., R.A.M.C., Capt. J. B. H. Doyle, R.E., Mr. R. E. Lindell, Mr. E. I. Wynne-Jones, Mr. M. M. Maas, Mr. H. Davenport Browne (Hon. Secretary and Treasurer).

The Report.

The report for last season stated:—During the past season "Bulldog Drummond" was the only play produced. The public reception was very favourable but owing to heavy expenses the profit was small. Seven performances were given. The Club extends its thanks to Major Macready, the producer, and to all those who took part in making the play the success it was. It was impossible to stage more than one play, partly owing to the fact that, owing to the City Hall were started in February, and partly owing to illness; had it not been for the latter cause "Hay Fever" by Noel Coward would have been presented.

After the final performance of "Bulldog Drummond" an appeal was made to those willing to take part in the Club's performances to communicate with the Secretary. This was repeated in the Press but the response was very disappointing. It is hoped that members hearing of new talent will put it in touch with the Secretary.

The thanks of the Club are due to Mr. R. Young, C.A., for kindly auditing the accounts.

The existing Committee consists of:—Lieut. Col. J. S. Bostock, C.B.E., R.A.M.C., Mr. H. Davenport Browne (Hon. Secretary and Treasurer), Capt. J. B. H. Doyle, R.E., Mr. R. E. Lindell, Mr. M. M. Maas, and Mr. E. I. Wynne-Jones.

SINGAPORE DETECTIVE SHOT.

GUN FIGHT IN THE STREET.

A fight between Chinese gunmen took place in a lane connecting Cross Street and Ramah Street, Singapore, on the 2nd July. A Chinese detective who came on the scene while the firing was proceeding was wounded, though not seriously.

The detective behaved in a very praiseworthy manner. He heard the sound of firing and entered the lane, whereupon he was immediately made the object of attack by the gunmen. He returned the fire, and destroyed belonging to Mr. Wahab and myself, also loss of business due to a consignment of 19 cases of wines and spirits ex Kwangtung for which we had to be returned to Hong Kong owing to my being unable to take delivery yesterday the 4th July.

I also have the honour to request that the authorities responsible for this wrongful imprisonment, should be compelled to give a written apology for the suffering they have caused. This will also tend to clear the mind of my Shamen clients of any lingering doubts that they may still entertain that any smuggling took place."



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COLONY'S WATER SUPPLY.

P.W.D. RETURNS FOR JUNE.

NEARLY UP TO LAST YEAR'S FIGURE.

The water returns for last month issued by the P.W.D. shows that the storage in the Island was only a matter of 37 millions gallons out of over 2,000 millions short of that of last year. In Kowloon it was greater thanks to increased storage.

CITY AND HILL DISTRICT WATER WORKS.

1928:—Tytam, 4ft. 6in. below overflow; Tytam Byewash, 8ft. 10in. below overflow; Tytam Intermediate, level with overflow; Tytam Tam, level with overflow; Wong Nei Chung, 13ft. 10in. below overflow; Pokfulam, 14ft. 10in. below overflow.

Storage In Millions And Decimals Gallons.

	1927.	1928.
Tytam	369.40	347.32
Tytam Byewash	11.10	13.33
Tytam Intermediate	186.96	165.90
Tytam Tuk	1,419.00	1,419.00
Wong nei Chung	21.08	14.84
Pokfulam	44.48	34.34

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June.

1927. 1928.

Consumption

Estimated

population

Consumption per

head per day

Constant supply in all Rides

Main Districts during June 1927

and 1928.

KOWLOON WATER WORKS.

1928:—Kowloon Reservoir, level with overflow; Shek-lai-pui Reservoir, level with overflow; Reception Reservoir, 11in. below overflow.

Storage In Millions And Decimals Gallons.

	1927.	1928.
Kowloon Reservoir	362.50	352.60
Shek-lai-pui Reservoir	90.45	116.10
Reception Reservoir	—	30.73

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

1927. 1928.

Consumption

Estimated

population

Consumption per

head per day

Full supply in all districts during

June 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to June 30th was 48.23 inches compared with 63.45 inches at the same date last year.

NO COMMUNIST CATS' PAWS!

CANTON ATTACKS WANG CHING WEI.

SHOULD NOT BE ADMITTED TO PLENARY SESSION.

STRONG KUOMINTANG PROTESTS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 9th.

The Canton branch of the Kuomintang and many of the district branches have placed on record their unrelenting hostility to Wang Ching Wei, Chen Kung Bok, Kan Nai Kwong, and Koo Mang Yu, who are all members of the Central Executive Council of the Nationalist Party, to attend the 5th Plenary Session in Nanking. In a resolution passed by the Canton Kuomintang, these people are severely criticised as having "taken orders from the Third International" and instigated the "Iron-sides" under the command of Wong Ki Chung and Chang Fat Fui to commit all sorts of crimes in Canton, culminating in the Communist holocaust of December 11th last. The resolution goes on to recapitulate the awful havoc caused by the Communists.

The resolution continued: "They are now reported to be secretly working for the admission of Communists to the 5th Plenary Session. Undoubtedly, they want to utilize this occasion to further their own selfish ends. Their active connection with the Communists is enough to disqualify them from attending the session, in spite of the fact that they are members of the Central Council. To allow such notorious bad characters to participate in the deliberations of the highest Executive Body of the nation is tantamount to setting at naught the constructive plans of the Nationalist Party.

These former Nationalist leaders were branded as the cats' paws of the Communists. "They sowed the seed of discord and animosity among the Government officials in Central China, which eventually broke out into the Wuhan and Nanking factions. They also made possible, when they came back to Canton at the end of last year, the Canton Communist upheaval." Telegrams have been sent by these branches of the Kuomintang to the Nationalist Government, urging it not to allow these "bad" members to attend the Plenary Session.

It is also understood that Marshal Li Tsai Hsin and his official colleagues at Nanking are uncompromisingly opposed to these and will exert every means in their power to prevent them attending the session.

CANTON'S HEALTH CAMPAIGN.

KILL ALL RATS AND FLIES.

The Municipal Bureau of Health is to-day launching a campaign against flies and rats. There is to be a series of health lectures given by prominent doctors in schools, Y.M.C.A.s, churches, labour union headquarters, and other places. It will last six days. The lectures are given at night, and every person in Canton has been urged to attend them.

Every morning during the campaign there will be a parade through the principal thoroughfares of the city. The parade will be headed by the band of the Orphan Asylum, Tungshan, and health charts, cartoons, banners with slogans, depicting the significance of the campaign and being daily carried behind the band. Similar health posters are being posted in conspicuous places. A considerable amount of literature on the subject of the campaign is also being distributed.

INADEQUATE TRAFFIC REGULATION?

INCIDENT OUTSIDE THE KOWLOON FERRY WHARF.

INSPECTOR JAMES, MR. HAYNES AND A WHITE PAIR OF TROUSERS.

A very interesting case was heard at the Kowloon Magistracy yesterday afternoon, when Mr. Leslie E. Haynes, the defendant, told the Magistrate that there was a total lack of traffic regulation outside the Star Ferry Wharf at Kowloon. It was also brought out during cross-examination that rickshas from the stands outside the Ferry Wharf were in the habit of rushing out for fares without obeying the signals of the traffic constable on duty. In fact it was stated by the Indian constable that it had never been his duty to signal to the rickshas to come out. Another matter of importance was that on rainy days, the traffic constable did not work his light signals, and that he would direct the traffic the best he could with his hands.

Mr. Haynes who was summoned for driving his motor car in a dangerous manner and for knocking down Sub-Inspector James on June 22nd at about 1.35 p.m., conducted his own case. He admitted that he collided with a ricksha and maintained that he was not driving his car in a dangerous manner. He said, and his evidence was corroborated by the ricksha coolie, that at the Police Station he offered to pay compensation for the damages to the ricksha, but that the coolie was told not to take the compensation. The case would have ended there, Mr. Haynes said, had he offered to pay five cents to Sub-Inspector James, whose pair of white duck trousers he had soiled.

At the instance of Sub-Inspector James, Mr. Leslie E. Haynes, of the South China Protection Association, Ltd., was summoned for driving his motor car, No. 234, along Salisbury Road in a dangerous manner on June 22nd, at about 1.35 p.m.

The defendant conducted his own case before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon, and before the case commenced, he asked permission to be accorded the privileges granted to a solicitor. This was allowed.

In answer to the charge, Mr. Haynes said that while he admitted colliding with a ricksha, he would not plead guilty to dangerous driving. He said that he had been driving a motor car for the last 14 years, and the fact that he collided with a ricksha was through the incompetence of the Indian constable on point duty. He also reminded the Magistrate that Salisbury Road was a very long road and that the scene of the accident was just outside the Star Ferry Wharf. He further told the Magistrate that he had offered to compensate the ricksha coolie. He criticised the summons as "ludicrous," saying that a man who had been driving for the last fourteen years would certainly know better than to drive in a dangerous manner when coming to a standstill outside the Ferry Wharf.

"Ben Hur Not In It."

Continuing, Mr. Haynes said that if his Worship could only get an inkling of what happened every day outside the Ferry Wharf, his Worship would agree with him that "Ben Hur was not in it" when it came to the ricksha coolies charging outside the ferry gates every time a ferry came alongside. These coolies rushing out from the stand to get fares were a bit too much for the traffic constable to cope with.

Alleged He Was Knocked Down.
Sub-Inspector James in his evidence said that at about 1.35 p.m. on June 22nd, he was walking along the verandah of the Star Ferry Wharf near the Eastern exit. He was going westward towards the bus stopping place when he was struck a violent blow in the middle of his back and was knocked to the ground.

Witness said that he was accompanied by two ladies, who were walking about six yards ahead of him. Witness got up and saw defendant sitting in his car, apologising profusely to the two ladies who were with him at the time of the accident. The ladies were then at a distance of about ten yards from the Indian constable's post.

S/I James' Opinion Overruled.
Witness continued to say that he went toward the defendant and as he was of the opinion that Mr. Haynes was drunk, he took him to the police station ordering him off the car. Defendant was, however, released at the station.

In cross-examination, Mr. Haynes said that while he appreciated the Inspector's statement as to the apology he (defendant) made to the two ladies, he would nevertheless ask whether the witness was so violently struck that he could get up, grip him (Haynes) by the arm and take him to the station. Witness replied that he was struck heavily, but not to such an extent as to incapacitate him.

Mr. Haynes: You raised the question of insobriety, but is it not a fact that at the station when you made this astounding allegation against me the Assistant Superintendent of Police, Mr. Burlingham, overruled you and told you not to talk nonsense? Witness hesitated for a moment and then admitted that it was so.

Mr. Haynes: You knew that I was going to Macao that afternoon by the Cheungchow and that I lost my boat on account of that? Witness did not reply.

Mr. Haynes: Where had you come from and where were you going at the time?—I do not think this question is relevant, your Worship.

"Annoyed And Peevish."

Mr. Haynes then went on to tell the Magistrate that apart from the accident to the ricksha, which was only caused by the incompetence of the Indian traffic constable, no sober-minded person would bring such a ludicrous charge against him of driving in a dangerous manner unless that person was personally peevish or annoyed. He contended that that was the case because he had dirtied Sub-Inspector James' clean pair of trousers. He was willing to pay the damages to the ricksha coolie and he would willingly admit the accident. "I'll fight, however, and fight strenuously against a conviction for dangerous driving," he added.

"Magistrate's Hint."

At this stage of the proceedings, the Magistrate said to Sub-Inspector James that in view of what had been said would he withdraw the charge and accept the defendant's admission that he had collided with the ricksha.

Sub-Inspector James said that he was prosecuting the defendant on a charge of dangerous driving and that the defendant's apology for colliding with a ricksha had nothing to do with the charge.

Neither A Chemist Or A Doctor.

The case was then allowed to proceed and the next witness called for the prosecution was Mr. G. C. Jorge. This witness was in Court when the first witness gave evidence. Defendant protested. His Worship said he would take the evidence, but it would make no difference to the case. Witness said that he was returning from Hong Kong on the afternoon of the 22nd. He saw defendant's car coming toward the main entrance of the Star Ferry Wharf. The vehicle halted all of a sudden and knocked Inspector James down. The Inspector got up and took the defendant to the Police Station. Witness was left to look after the two ladies and as they were in a very nervous state, he took them to the Railway Station waiting room.

In answer to the Court, witness said that he first saw defendant's car about eight yards from the main entrance. It was going at a good speed.

The Magistrate: What do you mean by a good speed?—A speed he should not go when approaching the wharf.

The Magistrate: At about how many miles an hour?—I can't say, but as a fact he was not in a state to drive a car at the time. I also did not see any traffic signal.

Witness then added that there were two rickshas in front of the defendant's car at the time of the accident.

Cross-examined by Mr. Haynes, witness said that he was a Portuguese.

Mr. Haynes: But I mean what is your profession?—I am a commission agent.

Mr. Haynes: You are not a professional man. You are not a chemist or a doctor?—No.

Mr. Haynes: You heard the allegation made against me by Sub-Inspector James and I told him that his statement as to my insobriety was overruled by Mr. Burlingham, and yet you come into the witness box, and say under oath that I was not in a fit state to drive a car?—Yes, I do.

Mr. Haynes: Where were you going to at the time?—I was going home to lunch.

Mr. Haynes: Rather a late luncheon, eh? And if you were going home for your luncheon at that late hour, why did you take such a particular interest in that episode?—Because I saw you were not in a fit state to drive a car.

"All Moonshine."

Mrs. Katherine James, wife of Sub-Inspector James, then gave evidence. She corroborated her husband in part and added that a mudguard of defendant's car had also grazed her leg. She said that the car was travelling at a very fast speed.

Cross-examined by the defendant, she said that her husband was "very badly knocked down."

Mr. Haynes: I am not a married man neither am I a lady's man, but I put it to you that the injuries which your husband received were all moonshine?—What do you say I am telling lies?

Defendant then said that he would not say that the witness was telling lies, but it was incredible that a man who was supposed to have received such severe injuries could have got up, gripped him (defendant) by the arm and taken him to the station.

Mr. Haynes went on to question witness whether or not he apologised to the ladies. Witness said that defendant was sitting in his car and that he was apologising to the general public and not to her and her friend.

Mr. Haynes: Your husband just told the learned Magistrate that I was apologising to you and your friend and that I was doing it profusely. Do you contradict your husband's statement?—Witness maintained that defendant was apologising to the general public.

Mr. Haynes: I must have been addressing a public meeting then.

If The "Lustania" Were To Go Down!

Sub-Inspector James then told the Magistrate that if the defendant's car had been a bigger one, his injuries would have been so severe that the defendant might have been facing a charge of manslaughter.

Mr. Haynes replied that they were not dealing with "buts and ifs." If a river boat sank forty lives might be lost but if the *Lustania* were to go down it might be thousands. The case at issue had nothing to do with buts and ifs, and that he hoped the prosecuting Inspector would confine himself to hard facts.

"A Side-Jump."

The next witness called for the prosecution was Mrs. Edna Millard, who said that the car was travelling at "fast speed." She did not know what had happened until she felt something shoved against her back. There were quite a number of people about at the time. She heard no horns nor did she see any signals. She jumped out of the way when she felt something at her back.

Mr. Haynes: I take it that you frequently go near the Star Ferry Wharf. Now do you suggest that a car would travel at a fast speed when nearing that point?—As a rule they do not.

Mr. Haynes: You just mentioned that you jumped out of the way. What kind of a jump was it. I was an athlete once. Do you call it a high jump or a long jump?—(Smilingly) No, a side-jump.

Mr. Haynes: Now I want you to be perfectly frank. Would you not say that the Indian constable was more interested in his red and green lights than in regulating ricksha traffic?

Sub-Inspector James interposed and said that the witness could not be expected to answer that question.

"Would Have Been Satisfied."

The ricksha coolie in describing the accident said that just prior to the accident, four rickshas rushed out of the stand to get fares. He was one of them and as he got near the wharf and was putting his shaft down, the motor car hit his vehicle.

In answer to Mr. Haynes witness admitted that rickshas would sometimes leave the stand without waiting for the traffic constable's signal.

Mr. Haynes: That is what I have been driving at all the time. It is impossible for the traffic constable on duty there to cope with the traffic.

Witness also admitted that at the Police Station defendant took out a bundle of banknotes and offered to pay compensation for the damage sustained by the ricksha, but that he was prevented from accepting it.

Mr. Haynes: If you had been allowed to take it, you would have been perfectly satisfied?—Yes.

Five Cents For Laundry.

The defendant then told the Court that the matter would have ended there had the ricksha coolie been allowed to take the compensation that he offered and if he had offered to pay five cents laundry for Sub-Inspector James' clean pair of trousers which he had made dirty.

The Indian constable was the last witness called for the prosecution. He said that on the day in question he was not directing the traffic with the lights. He was using hand signals.

In answer to the Magistrate, witness said that the defendant's car was going at an "ordinary" speed. As to the rickshas, he admitted that they were in the habit of leaving the shed without his permission.

Mr. Haynes: How long have you been a traffic constable?—Only seven months.

Mr. Haynes: For how long have you been stationed at the Star Ferry Wharf?—Only two and a half months.

(Continued in next column.)

ROUND THE POLICE COURTS.

A CHINESE WASHINGTON.

A Chinese wharf coolie hoped to set up a forestry department of his own, but unfortunately the police saw him digging up three young trees outside Yau-mai Railway Station and took him before Mr. W. Schofield at the Kowloon Magistracy. He told the Magistrate that he wanted to grow the trees, and Mr. Schofield, remarking "on his apparent innocence since he did the deed in broad daylight, believed him and let him off with a fine of \$20 or three weeks' hard labour."

TASTY EGGS.

Mr. R. E. Lindsell was shown some novel eggs in his Court yesterday morning. They looked not unlike the famous Chinese delicacy of preserved eggs, but when the earth was scraped off the shells and they were opened, instead of the deep black of the yolk and albumen raw opium was discovered. The egg merchant, a Chinese, said that the eggs were given him on the 22nd of June while voyaging from Wuchow to Hong Kong, but he did not know the donor's name. He was charged with the possession of 130 taels of illicit opium and fined \$3,000 or six months' hard labour.

The same penalty was imposed by the Magistrate on another Chinese, travelling trader between Wuchow and Hong Kong. He was found in the possession of 40 taels of opium in Connaught Road West.

WHEN THE CATS' AWAY!

A Chinese stoker nearly got away with 30 coal sacks from Hol's Wharf yesterday, but he had not long passed the gates before being arrested by a detective. He told Mr. W. Schofield at the Kowloon Magistracy that he had watched for an opportunity to slip out of the gates while the guard was being changed at 5 a.m. A fine of \$25 or one month's hard labour was imposed.

"A SCHOOL BOY ROW."

Lau Sik Wun, a Chinese school boy, was charged at the Kowloon Magistracy yesterday morning with assaulting and causing bodily harm to Yeung Lai Lun, a fellow scholar at the Peninsular School. He said that Yeung was holding a knife and that during a scuffle, he fell and wounded himself. Inspector Fallon, however, said that the two boys were playing with others during the mid morning interval and that Yeung who had just been discharged from hospital alleged that Lau Sik Wun had struck him and asked him to fight. He said that he ran upstairs with Lau following him and the latter stabbed him in the abdomen.

Inspector Fallon remarked that it seemed a small schoolboy row and said that an admonition would probably meet the case. His Worship, however, disagreed and recalled the murder in Kowloon City last year, when a boy was killed in almost similar circumstances. The case was adjourned until Friday morning when evidence will be taken.

ANOTHER LITTLE ACCIDENT.

POLICEMAN PUTS HIS FOOT IN IT.

Inspector J. Clark, who is in charge of the West Point district, went for a bath at Repulse Bay on Sunday afternoon. While he was enjoying himself in the water he trod on what he thought was a sharp stone and cut his foot.

A search in the shallow water however brought to light a set of false teeth which had "bitten" the unsuspecting Inspector.

The denture is in Inspector Clark's charge at the No. 7 Police Station, West Point, where their owner can go to bail them out.

Mr. Haynes: Isn't it remarkable and phenomenal that you exhibited such an interest in my car on that particular date?—If an offence occurred while I am on duty, I always remember it.

Mr. Haynes then heatedly said that if the traffic constable could honestly and truthfully say that he was able to cope with all the in and outcoming traffic in that locality, he (the witness) would be insulting the intelligence of Sub-Inspector James.

At this stage, his Worship said that he could not go on with the case and would have to adjourn it. Mr. Haynes said that on the face of the evidence, he did not think it would be necessary for him to call any evidence and if he took that course it would entitle him to have the last word. His Worship agreed, but said that in view of the fact that Star Ferry Wharf is commonly known to be a dangerous place for traffic, he thought that it might as well if Mr. Haynes would lay the position of the route he took before him. He would therefore adjourn the case until Monday next at 3 p.m.

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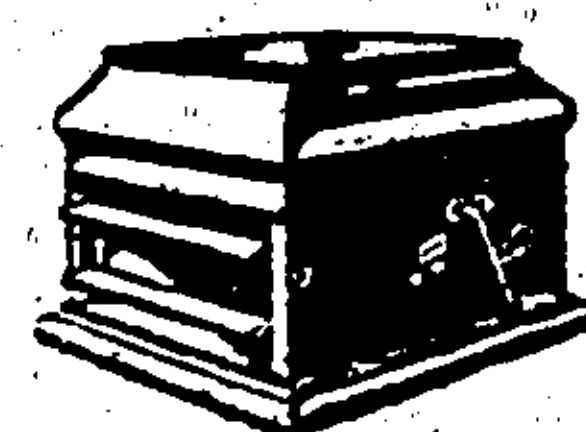
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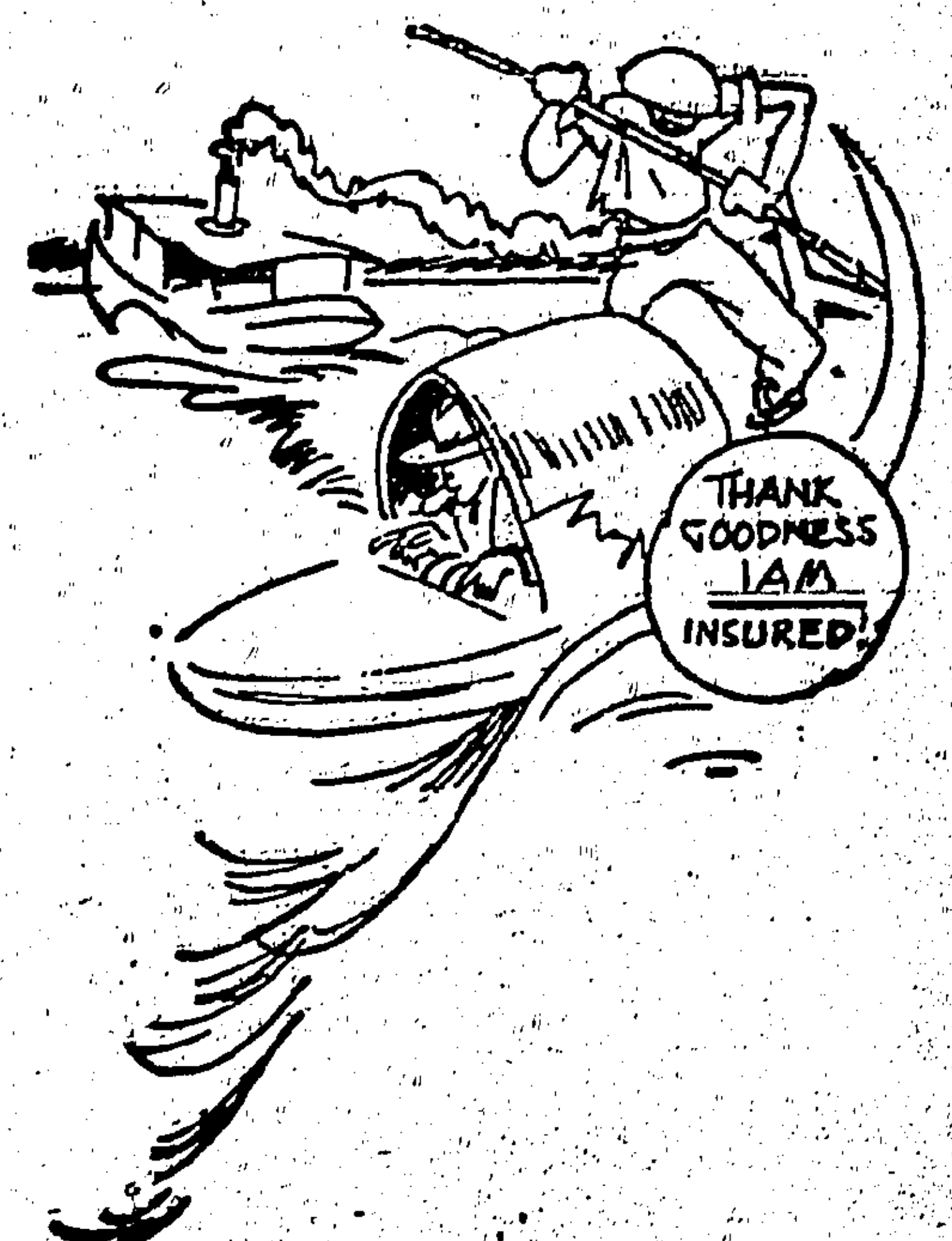
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At 9.15 P.M.

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SCOTTISH BORDERERS
(By Kind Permission of Lt. Col. L. J. COXON, C.M.G., D.S.O., and Officers)
AND LOCAL VOCALISTS.
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NOTICE

MR. T. TALIP is No Longer Employed by the SOUTH CHINA TRADE PROTECTION ASSOCIATION, LIMITED.

By Order of the Board of Directors,
A. S. BANKER,
Secretary.
Hong Kong, 6th July, 1928. [6470]

HONG KONG TRAMWAYS, LIMITED.

NOTICE

CERTIFICATE No. 1650 for 10 Shares of the Company in the Name of Mrs. LEUNG HU SHI (deceased) has been Declared LOST and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 Days from the Date hereof, a Duplicate Certificate for the said Shares will be delivered to the Administrators of the Estate and the Original Certificate will thereafter be deemed Cancelled and of No Effect.

L. C. F. BELLAMY,
General Manager.
6th July, 1928. [6463]

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POO ON HERBS CO.,
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TEL. C. 5009.

DEATHS.

GEDOK.—On June 10th, in London, NELL, the beloved wife of HERBERT JOHNSON GEDOK, formerly of Hong Kong. [6481]

NIXON.—Died suddenly at Shanghai, on July 9th, T. C. NIXON. [6479]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, July 10th, 1928.

LIGHT AND HEALTH AND MODERN DRESS.

A RECENT Times Supplement was devoted to the curing of disease and the pursuit of health by means of sunshine and artificial light containing violet rays. Both of these forms of light have important curative value and many of the big hospitals in England and on the Continent are making more and more use of this method of treatment. Much valuable pioneer work upon the treatment of rickets and other bone malformations, lupus and cutaneous diseases traceable to the sunless life in our industrial cities has been done in such institutions as the Trelor Cripples' Home in Alton, Hampshire, and remarkable results have been obtained.

But while sun baths, or rather light baths, are a recognised form of treatment under medical supervision, the idea is gaining ground that the human frame, if it is to be healthy needs light and airy clothing that allows the direct access of wind and sunshine. This is nothing new. Our Viking ancestors were bare limbed and collarless, and the classical world had its temples of Aesculapius, or nursing homes as we should call them, where wealthy people led the simple life as an anti-dote to their exertions in the metropolis. The idea of a simpler, healthier form of dress, however, although advocated in some quarters as very desirable, does not meet with general approval. Convention is too strong. The badinage recently bestowed upon our lively correspondent "Femina" at least suggested that there was believed to be a current of feeling among many ladies against bare knees intense enough to need the best that shiffts of wit and sarcasm could accomplish. And yet women, formerly the greatest sufferers, have achieved their own emancipation. It is a little difficult to bring to mind that many a slim and alert matron of fifty to-day started womanhood in stuff dresses that began under the chin and finished in the dust; that in those days steel, whalebone and a multitude of petticoats were essential to every respectable woman's personal apparel.

Sir ROBERT BADEN POWELL, the Chief Scout, is the only successful reformer of men's dress at the moment and though men lag

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An excellent substitute for sparkling wine, possessing wonderfully stimulating and refreshing qualities.

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A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY.

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

LIME SQUASH

made from

MONTERRAT LIMES.

RASPBERRYADE

Prepared with the juice of Raspberries grown in England and Tasmania.

A. S. WATSON
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Aerated Water Manufacturers.

Phone C. 436.

[50]

behind women in the definite cult of health this golfing, swimming and motoring generation is physically far in advance of our virtuous ancestors. A glance at the art and literature of their times shows them to have been mainly fat and unwashed little men, whose chests, like Mr. TOMPA's, had slipped in early middle age. If we go back further, Hogarth reveals a still less attractive humanity—none of whom wore shorts and open shirts.

One Chinese case of small-pox was notified from Kowloon during the 49 hours ended July 8th.

Among passengers leaving for Hong Kong on the S.M.S. *Empress of Asia* on July 18th, is Mr. D. Neilson, of the Hong Kong and Whampoa Dock Company.

From the agenda to hand, nothing of public interest comes up for discussion at the fortnightly meeting of the Sanitary Board to be held this afternoon at 4.15.

The total output of the Kailash Mining Administration's mines for the week ending June 23rd amounted to 70,718 tons, and the sales during the period of 72,145 tons.

The late Sir William Goodman, of Clavadel, Pitt Farm-road, Guildford, who was Chief Justice of Hong Kong over twenty years ago, left £15,636, net personality £12,763.

Mr. J. W. Matthews, of Kowloon Dock, has heard that his younger daughter, Miss May Matthews, has won the swimming championship for 1927-1928 at Polam School, Dartington.

About fifteen hawkers appeared at the Kowloon Magistracy yesterday morning for hawking without licences or on charges of obstruction. Fines from \$1 to \$4 were imposed.

The wedding is announced to take place at All Souls', Langham Place, London, on Saturday, July 14th, of Marjorie, eldest daughter of Capt. and Mrs. A. H. Stewart, and Lieut. Harold Robson Conway, R.N.

Among passengers who arrived on the *President McKinley* yesterday were: Miss Caroline Jenkins, daughter of the Consul-General of Canton, Mr. Kalfred Dip Lum, Professor of the University of Hawaii, and Mr. G. H. S. Bhimjee, of Hong Kong.

Capt. A. J. L. Whyte, R.E., A.D.C. to H.E. the Officer Administering the Government, is, we learn, progressing favourably and is expected to leave for Weihaiwei on holiday shortly. Capt. Whyte was operated on for appendicitis at the Victoria Hospital last week.

Sixty-three disbanded soldiers who arrived in the Colony by Swatow steamers were brought up to the Central Police Station and escorted to the a.s. *Sai On* for repatriation to Canton the same day. It was said that they were ex-soldiers of General Li Fook Lum and had been recently disarmed at Swatow.

The Chinese Company of the Police Reservists have now vacated their former Club room in Des Vaux Road Central, and will open their new Club rooms at No. 17A, Queen's Road Central (below the Esma Club). New furniture has been bought and later it is hoped to hold lectures on police training at the Club rooms.

Miss Rosemary Worthington-Evans, Miss Betty Hulton, and Miss June Looker gave an At-Home on June 14th at 50, Upper Brook-street in connection with the Gateway of Empire Ball. Miss Looker is the daughter of Mr. Herbert V. Looker, M.P., a partner of the law firm of Deacon, Looker, Deacon and Harston, of Hong Kong.

M. Jean Hund, partner in the Acme Trading Company of Shanghai, and Manager of the International Country Club, arrived in the Colony yesterday morning by the a.s. *Empress of Asia*, on a business trip. Mr. and Mrs. A. Brenley, Mrs. Goldring, Mr. E. Des Vaux and Mr. S. J. Hicks also arrived by the same liner.

The annual meeting of the China Society was held on June 14th, at the School of Oriental Studies. The annual account show a membership of 189, with annual subscriptions totalling £185 13s. 6d. The expenditure for the year was £173 0s. 8d., and there is a balance in the bank of £345 3s. 6d., just over £20 in excess of a year ago.

Among the delegates to the conference of the Association of Headmistresses in London was Miss Pao Tseung, a niece of the Marquis Tseng, who was formerly Chinese Minister to Great Britain. Ten years ago, after graduating at London University, Miss Tseng converted her ancestral temple at Changshai, Hunan, into a collegiate school for girls.

Passengers who left for Home by the a.s. *Kyber* over the week-end included: Lieut.-Comdr. H. A. Barclay, Mr. and Mrs. C. E. Bousfield, Mr. G. P. Paton, Mr. D. Reidy, Mr. R. A. Smith, Mr. J. Williams, Mr. E. D. Steen, Mr. H. C. Pratt, Mr. D. D. O'Sullivan, Mr. W. Foster, Mr. R. T. Genes, Mr. and Mrs. W. A. MacDonald, Mr. W. W. Maybury, Dr. H. Y. Lam, and Mr. and Mrs. Y. K. Leong.

The death was announced yesterday morning of a Chinese first class constable, No. 178 Chan Kwok Ip, who has been a member of the Force since 1909. At the time of his death he was attached to the Kowloon City Station. The deceased constable, who was fifty years of age, was taken seriously ill at his home in Kowloon whilst on four weeks' leave. He was advised to go to hospital but died in the motor ambulance on his way there.

LOCAL PROBATES.

Probate of the will of the late Leung Ng Cho Alias Leung Yau Ye, alias Leung Yik On has been granted to his widow, Leung Chau Shui, and his concubine, Leung Loo Shi, executrix. Deceased died on August 4th, 1927 at No. 31, Caine Road and leaves estate in the Colony valued at \$22,000.

The late Mr. Wong Yuen Wo, formerly of No. 4, Lee Tung Street, who died at the Tung Wo Nursing Home on April 27th this year left property in Hong Kong valued at \$9,800. Probate of his will has been granted to his widow, Wong Li Shi.

WEATHER REPORT.

Yesterday's weather report, forecast, and remarks, issued by the Royal Observatory at 6.15 p.m., stated:

Pressure is high to the east of Japan and low over China. It is low between Guam and the Philippines where a typhoon may be forming.

Local Forecast:—South or variable winds, moderate, fair to showery.

"CARLISLE" MARINE'S SUDDEN DEATH.

A FINE WAR RECORD.

NAVAL FUNERAL.

The death took place suddenly yesterday morning on board H.M.S. *Carlisle* of Marine H. W. Fawcitt, 27 years old, a man with a fine record of service in the Army during the war.

Marine Fawcitt was on shore leave and returned to his ship at about one o'clock yesterday morning. Before retiring to sleep on a camp cot placed on deck, he had a talk with his shipmates and there appeared to be nothing wrong. At 5 o'clock in the morning the officer on watch tried to wake him, but found he was dead.

A pathetic feature of this young Marine's death was that he was looking forward to a reunion with his wife and two children very shortly as the vessel is due to sail for Home on Friday. The deceased was a native of London and his family live there.

In 1910-1917 he served in the war with a London Regiment in France and received the General Service and Victory Medals. After the armistice he joined the Royal Marines and served in H.M.S. *Hawkins* during 1919-1923. In the latter year he went Home and returned in 1925 in H.M.S. *Carlisle*.

The Funeral.

Naval honours were accorded at the funeral at the Protestant Cemetery, Happy Valley, yesterday afternoon. The body was borne on a gun carriage from the Royal Naval Hospital, being drawn by men from H.M.S. *Carlisle*, and preceded by a firing party from the same ship in charge of Lieut. C. R. Ransome. Among the officers present were Lt. Comdr. Wharton and Capt. E. W. Hallifax. A large number of men from the vessel followed the gun carriage carrying wreaths.

On arrival at the Cemetery gate, the deceased Marine's messmates acted as pall bearers and carried the coffin to the graveside where the Rev. G. H. Hewitt, Naval Chaplain, conducted the service.

Among the wreaths were those from the officers mentioned, Ward Room Officers, Warrant Officers, Marines, 13th Mess, Seamen, Stokers, Stoker Petty Officers, Petty Officers, Engine Room Artificers. Deceased was a member of the R.A.O.B., who sent wreaths on behalf of the Oriental Lodge, Prince George Lodge, Wellesley II, Queen of the Fairies.

MRS. G. J. SEQUEIRA.

YESTERDAY'S FUNERAL.

Many members of the Portuguese community were present at the funeral yesterday afternoon, at the Roman Catholic Cemetery, of Anna Maria, wife of Mr. G. J. Sequeira, whose death took place early yesterday morning at their family residence, No. 2, Granville Road, Kowloon. The deceased lady leaves two sons, Messrs. A. D. and C. M. Sequeira, the latter being a former chess champion of the Colony and both employees of the Standard Oil Company.

Chief mourners at the funeral were the husband, sons, and Mr. F. Barrados (son-in-law). The services at the Chapel and graveside were conducted by the Very Rev. Father Spada, assisted by Rev. Fathers Rossi and Teruzzi, and Seminarians. Two wreaths from the family were buried with the coffin. Among other floral tributes were two from the Standard Oil Company and Secony Staff.

DEATH OF MR. T. G. NIXON.

BROTHER-IN-LAW OF MR. L. G. S. DODWELL.

News has been received in the Colony of the sudden death yesterday in Shanghai of Mr. T. G. Nixon of Messrs. Dodwell & Co., Mr. Nixon, who was about 40 years of age, succumbed to ptomaine poisoning. He joined the firm in 1912, being appointed to the Kobe branch. From 1914 to 1920 he was in this Colony, and since then he has been in the accounts branch of Messrs. Dodwell's office in Shanghai.

In 1920 Mr. Nixon married Miss Dora Dodwell, sister of Mr. L. G. S. Dodwell and daughter of Mr. G. B. Dodwell the founder of the firm.

Much sympathy will be extended to Mrs. Nixon, who is now in England and to their infant daughter.

DEATH OF AN OLD RESIDENT.

MRS. H. J. GEDGE.

News has been received in the Colony of the death of Mrs. Gedge, wife of Mr. Herbert Johnson Gedge, which occurred in London on June 10th. Mr. and Mrs. Gedge were very well known in Hong Kong having been in the Colony some 25 years previous to Mr. Gedge's return Home in 1920, since when they have lived in London. Mr. Gedge was for many years head of the firm of Johnson, Stokes & Masters. Very much sympathy will be extended to him in his bereavement.

SIX BOYS IN THE DOCK.

CHINESE ACTRESS ROBBED.

CHARGES OF LARCENY AND RECEIVING.

PRISONER'S SHRILL PROTEST.

Following the robbery which took place at the home of a Chinese actress in Praya East, Wanchai, on the night of the 7th inst., six little schoolboys all under ten, four older boys and two adults appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday, on charges of larceny of money and jewellery to the value of \$853, of which \$400 was stated to be in notes. They were alternatively charged with receiving.

The complainant is a Chinese actress who has recently returned from the United States. Sergeant Wheelan was in charge of the case, and Mr. Arculli appeared on behalf of one of the little boys.

Trying To Sell A Handbag.

According to the police there was no direct evidence against any of the accused. The first arrest was made when one of the elder boys was trying to sell a leather handbag in Tai Yuen Street, and the arrest of the other eleven followed on information supplied by him.

In reply to the Magistrate, Sergt. Wheelan said that there was no conclusive evidence against Mr. Arculli's little client except the statements of the other boys.

One Of The Boys Discharged.

His Worship then remarked that he did not wish to listen to the allegations of the other accused against Mr. Arculli's client. "That," said his Worship, "is not evidence."

Sergt. Wheelan in consequence withdrew his charge against the little child who was about 8, and his Worship sent him away.

The Complainant's Evidence.

The Chinese actress, a bobbed hair young woman of 25, wearing Chinese costume and unable to speak English, said, in the witness-box, that her name was Pak Lin. She lived at No. 127, Praya East, Wanchai, and on the 7th inst. she had been unable to sleep until 4 a.m. She had slept about two hours when she awoke and found that her leather bag had been opened and the contents taken. Several articles of clothing had been taken including dresses from her wardrobe. She remarked that the flat next door was empty and she suspected that the burglar had entered from its verandah. She reported the matter to the Police immediately.

The Discharged Boy's Evidence.

The little boy who had been acquitted then gave evidence for the police. Surrounded by the stolen clothes his head could hardly be seen above the box. He promised that he would not tell any lies and then explained how he and his friends had come upon the stolen goods.

While they were playing on the Reclamation he noticed a leather bag and clothing amongst some grass. He called his friends to see the treasure trove, but only he and two others touched anything there. They decided later to share the things and pawn them to see what they could get.

On being asked why the others did not wish to join in sharing of the spoil, the child replied indifferently that they considered it as "dead men's" clothes, and wouldn't touch it.

The Magistrate: "Oh, I see, they were sort of pessimists." Continuing his evidence, the little fellow explained that they tried to pawn the articles at a pawn-shop, where he told the man that the petticoat belonged to his sister! They failed, however, to pawn the articles, and the petticoat which was his share of the spoil he took home at a present to his mother!

All Wrong!

Asked if they had anything to say to the evidence given, a chorus of shrill voices replied "He is all wrong." The little witness shouted back saying that one of the elder boys had taken the bag away from him. Two others in the dock signified their approval of this by shouting and a heated squabble followed, which was, however, soon silenced.

The Magistrate said that there was no evidence to show that the boys were guilty of either larceny or receiving. He was inclined to believe the story of the little witness for the Crown which explained the whole situation, that they found the spoil on the Reclamation and "all tried to get their fingers in the fire."

The complainant was recalled and said that the articles which were exhibited in Court belonged to her, but were not of any great value. The real valuables, such as the money and jewellery had not been recovered.

(Continued on next Column).

CORRESPONDENCE.

ROYAL LIFE SAVING SOCIETY'S WORK IN HONG KONG.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

Sir,—The local press has during the past week paid some considerable attention to the subject of life-saving, owing to a recent case of drowning. I do not know whether any interest was taken in life-saving prior to 1927. In that year Commander Merriman of H.M.S. *Indefatigable*, who was proceeding home, persuaded me to undertake the work of Local Representative and Examiner to the Royal Life Saving Society of Great Britain. The Society were pleased to give their approval. Last Summer, King's College and the Hong Kong Corps of the St. John Ambulance Brigade Overseas became affiliated to the R.L.S.S. and classes of instruction were immediately formed. In the Autumn the Boy Scouts Association also became interested in the work of the Society. In addition I had the pleasure of examining two Naval Classes and one Military class, on which examinations several of the Society's Bronze Medallions and Proficiency Certificates were awarded. Service men are invariably keen and enthusiastic about work of this nature, spending much time and trouble in making themselves efficient—a very marked contrast to the apathetic attitude of the average civilian, as has been many times exemplified.

This year the South China Athletic Association has become affiliated, and it is confidently expected that other local Clubs will follow the excellent lead set by them.

In order to spread the work of the Society as far as possible, I should be only too pleased to give information to anyone who applies to me. I am particularly anxious to get in immediate touch with service men and others—who have at one time obtained any of the Royal Life Saving Society's awards as I am badly in need of the assistance of instructors and trainers. There are two Military and several Chinese classes at present existing, and more in course of formation. Thanking you for the courtesy of publication, and trusting I shall receive the support of the local Press.—Yours, etc.,

F. K. EWART,
R.L.S.S. Examiner.
King's College,
Hong Kong, July 9th, 1928.

HARBOUR RESCUE.

OLD MAN FALLS FROM FERRY.

A Chinese about 60 years of age, named Chan Cheung was taken last night at about 8.30 p.m. to the Kowloon Hospital suffering from effects of immersion in the harbour. It was stated that he was a passenger on the Hong Kong-Mongkok Ferry *Man Lok*, and when the launch was well across the Southern Fairway he either fell or threw himself overboard from the bridge deck. A seaman named Lee Po immediately dived in after him and managed to keep him afloat until they were rescued by Lance Sergeant Winslade on No. 8 Police Launch.

It was not until artificial respiration was employed that the old man regained consciousness, and when taken to the Water Police Station at Kowloon he was in a too weak a condition to be able to explain his fall overboard. He was taken to the Kowloon Hospital suffering from effect of immersion. He gave his address as No. 19, Wing Lok Street, and said that he was unemployed.

The Magistrate remarked to Sergeant Wheelan that it was clear that the thieves had left the less valuable and more bulky part of their loot on the reclamation, since the complainant had also admitted that the articles were of no great value.

Police evidence was given with regard to the arrest of the elder boy who was caught trying to sell the leather handbag. The two adults had no connection with the robbery other than that of being implicated with the youngsters.

Mr. Lindsell discharged all the defendants with a warning to the little boys that should they ever find anything on the Reclamation again, it was to be taken at once to the Police Station.

There was a good deal of noise as the youngsters made an hurried departure from the Court, from which, no doubt, they were glad to get away.

NANKING'S WISH FOR TREATY REVISION.

FOREIGN NATIONS AND THE LEGAL ASPECT.

NATIONALIST MODUS VIVENDI FOR INTERIM PERIOD.

TERMS OF THE FENGTIEN PEACE DELEGATION.

It appears clear from the statements of the representatives of various countries at Peking that the Nationalist Government is going to have many difficulties to overcome before making any real progress in the proposed treaty revision. The Italian Minister for instance says that Italy is favourably disposed towards Nanking's wishes, but on the other hand denies Nanking's power to terminate the existing treaty, while Japan maintains that her treaty with China automatically continues in force as China made no move within six months of the expiration of the treaty.

Japan, in her desire to arrange a settlement of the Tientsin affair, has recalled the Consul General from Tientsin to draw up an official report of the incidents. Japan herself, however, admits that she is puzzled, and does not know with whom she should negotiate.

The Fengtien Peace Delegation has arrived in Tientsin, and will proceed to Peking in a day or two. The conditions under which they are willing to accept the Kuomintang Flag and the Three Principles show that they have no intention of coming very much under the domination of the Nationalists.

A MODUS VIVENDI.

[THROUGH REUTER'S AGENCY.]

NANKING, July 9th. The Government Council in a mandate yesterday proclaimed these seven regulations governing a *modus vivendi* during the interim between the expiration of old and the conclusion of new treaties between China and foreign countries:

1. The regulations apply only to countries and nationals thereof whose treaties with China have already expired, and with which new treaties have not yet been concluded.
2. All Diplomatic and Consular Representatives shall be entitled to proper treatment in accordance with international law.
3. The persons and properties of foreigners in China shall receive due protection under Chinese law.
4. Foreigners shall be subject to the regulations of Chinese law and the jurisdiction of Chinese law courts.
5. Pending the enforcement of a National tariff schedule regular Customs duties on imports to China from foreign countries or by foreigners, and on exports from China to foreign countries shall be collected in accordance with the existing tariff schedule.
6. All taxes and duties payable by Chinese citizens shall be payable equally by foreigners.
7. Matters not provided for by the foregoing shall be dealt with in accordance with international law and Chinese Municipal law.

TREATY WITH JAPAN.

[THROUGH REUTER'S AGENCY.]

PEKING, July 9th. A member of the Japanese Legation this morning stated that Japan came under the second section of the Nationalist Government's declaration of July 7th, for although Japan's treaty expired in October 1929, Article 28 states that either party may demand revision, and that revision must be completed within six months of the date of expiration of the treaty. Otherwise the terms of the original treaty remain in force for a further ten years.

The Treaty between China and Japan is peculiar in this respect, and upon no others is a time limit placed for the completion of revision, although the Belgian treaty provides that only Belgium has a right to demand any alteration in the provisions of the treaty. It will be remembered that Japan has had several extensions since expiration, the last of which expires on July 20th. Mr. K. Yoshizawa, when interviewed by *Reuter* this morning, said that he had received no note from the Nationalist Government on this question. He declined to make any statement on Japan's attitude in the event of the treaty being denounced on July 20th.

FENGTIEN TERMS.

[THROUGH REUTER'S AGENCY.]

PEKING, July 9th. The Fengtien peace delegates have arrived at Tientsin, and will proceed to Peking shortly. It is understood that the terms on which Manchuria will fly the Kuomintang flag, and accept the Three Principles are that Chang Hsueh Liang be appointed Chairman of the Manchurian Political Committee, Chang Tso Hsiang Chairman of Kirin, Yang Yu Ting Chairman of Fengtien and Wan Fu Lin Chairman of Heilungkiang. Also that they retain their armies under their own jurisdiction.

SERIOUS ACCIDENT IN INDIA.

TRAIN DERAILED NEAR HOWRAH.

EIGHTEEN DEATHS.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, July 9th. Eighteen have been killed, eight seriously hurt and twenty-four slightly injured in the derailment of a passenger train near Howrah. The cause of the accident is at present unknown.

SHANGHAI MILLS DESTROYED.

\$60,000 WORTH OF DAMAGE.

TORNADO HAVOC IN HARBOUR.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 9th. The eastern district of Shanghai was hit by a tornado at noon yesterday. Damage to the extent of \$60,000 was done, but no lives were lost and no-one was injured owing to the fact that it was Sunday and therefore a holiday in the mill district.

The tornado took off part of the roof of a cotton mill and completely demolished a godown, the debris being carried 10 to 15 yards away. It next hit a weaving factory, demolished two of the buildings and then carried away the roof of a sugar factory, after which it swept across the river in the shape of a terrific waterspout, finally disappearing over the Pootung district.

Three thousand employees of the Samsing Cotton Mill have been rendered idle owing to damage to the mill.

A number of vessels in the harbour had very narrow escapes, the most severely hit steamer being the China Merchant *a.s. Hsien*, on board which the stanchions and davits were bent, the boats being tossed aside, while the massive anchor davit was snapped.

The awnings and frames on the *Hsien* were ripped to pieces.

"CARMARTHENSIRE" STILL AGROUND.

ATTEMPT TO REFLOAT HER.

[THROUGH REUTER'S AGENCY.]

LONDON, July 9th. The *Carmarthenshire* was still aground this morning, but probably an attempt will be made to tow her to the docks at high tide.

The Royal Mail Company had chartered the vessel to the Glen Line.

LABOUR SETTLEMENT IN GREECE.

STRIKES AND LOCK OUT END.

[THROUGH REUTER'S AGENCY.]

ATHENS, July 9th. The Labour Confederation has called off the tobacco strike. The strike and lock out in the shipping industry will end to-day.

COMMUNISTS EXECUTED AT SWATOW.

[NAVAL WIRELESS.]

Swatow, July 9th. At present the situation is quiet. There have recently been a series of arrests and executions of Communists, against whom the authorities have been displaying considerable activity.

Apart from an effective boycott of Japanese shipping and cargoes, there does not appear to be any anti-foreign feeling.

JAPAN'S PERPLEXITY.

[THROUGH REUTER'S AGENCY.]

TOKYO, July 9th. The Government is recalling Consul-General Fujita from Tientsin for the purpose of compiling an official report on the Tientsin Incident, as a preliminary to opening negotiations for the settlement of the affair.

At present however it is admitted that the Chinese have not been approached, and that Japan is uncertain with whom to negotiate.

TRAIN OFFICIALS ARRESTED.

OBSTREPEROUS SOLDIER SHOT.

COMRADES OBSTRUCT TRAFFIC.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 9th. A remarkable incident on the Shanghai-Nanking Railway is reported, a soldier of the 69th Division being shot dead by railway police in a disturbance at Nanziang Station.

The soldier boarded a first-class compartment on a north-bound train at Chenju yesterday afternoon without a ticket.

On being challenged by the railway police he became obstreperous and was arrested and bound for the purpose of being handed over to the Military Police at Nanking.

When the train arrived at Nanziang Station, some of the soldier's comrades of the 69th Division interfered and released the prisoner, upon which the railway police opened fire and shot the prisoner dead.

Serious trouble ensued, the soldiers detaining the train and holding up traffic for two hours, in addition to seizing two ticket inspectors and two of the military police who were on board the down train.

The inspectors were released last night by orders of the Shanghai Defence Commissioner.

EMPIRE COMMUNICATIONS.

GOVERNMENTS TO SELL CABLES.

BEAM STATIONS LEASED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 8th. The *Morning Post* states that under the scheme to be submitted to the Governments concerned for the future working of overseas wireless and cable communications, the Governments will sell their cables outright for cash, and lease for a definite number of years their beam stations.

The Post Office, however, will retain the wireless telephone service.

SINKING OF TRANSPORT "ANGAMOS."

BOATS SINK IMMEDIATELY.

TERRIBLE STRUGGLES FOR LIFE.

[THROUGH REUTER'S AGENCY.]

SANTIAGO, July 8th. Latest reports show that the Chilean naval transport *Angamos*, which sunk in the Gulf of Arauco with a loss of 292 lives, was at the time of the disaster, coming from Punta Arenas, the southernmost city of the world.

She was laden with coal, and her passengers were mainly labourers and their families travelling at Government expense.

Lifeboats filled with people were launched after the wreck, but they capsized immediately they touched the water, owing to the dreadful sea which was running.

The four survivors are conscious. They tell a terrible tale of the struggle for lifeboats and for places in the boats, and even for bits of floating wreckage.

Chilean naval vessels and tugs were summoned by wireless, but they found nothing on arrival.

AUSTRALIA'S GROWING POPULATION.

INCREASE OF 2% PER ANNUM.

[THROUGH REUTER'S AGENCY.]

SYDNEY, July 8th. The population of Australia on March 31st last was 6,262,000, this being an increase of 627,000 since the census of April, 1921.

The increase represents slightly over two per cent. per annum.

COURTNEY DRIVEN BACK.

RETURN CAUSED BY FOG.

[THROUGH REUTER'S AGENCY.]

LONDON, July 8th. Captain Courtney, the British airman, who is flying to America via the Azores, and back direct, and who has been held up at the Azores for a week, left to-day for the completion of the second part of his flight, but returned later in the day owing to fog.

BRITISH RUBBER PROSPECTS.

CAPT. ORMSBY-GORE'S REVIEW.

GREATLY IMPRESSED WITH JAVA.

[THROUGH REUTER'S AGENCY.]

LONDON, July 8th. On his return from a tour of Ceylon, Malaya and Java, in which he investigated agricultural progress and research in the Tropics, public health matters and the development of the various educational systems, Capt. W. G. A. Ormsby-Gore, the Under-Secretary of State for the Colonies, granted an interview to *Reuter's* representative.

The Javanese sugar industry was singled out by Capt. Ormsby-Gore as probably the best conducted industry in the Tropics, while he expressed the opinion that public health work was outstanding in Malaya.

He credited the Dutch East Indies as being definitely ahead of Malaya in the matter of agricultural research.

The Minister also found that vernacular education in Malaya was excellent, but there is considerable room for development of English education.

The educational development of Ceylon, particularly in regard to the Government Training College at Colombo, places Ceylon in the foremost rank of British Colonies.

Mr. Ormsby-Gore was gratified by the facilities given him by the Dutch Government in Java.

He expressed himself as convinced in regard to the future of rubber that with new developments, particularly bud-grafting, plantations in the British possessions have as good a future in open competition as ever they had under artificial restriction.

REVOLUTIONARY LEADER SHOT.

GENERAL WITH PRICE ON HIS HEAD.

MURDERERS ESCAPE.

[THROUGH REUTER'S AGENCY.]

SOFIA, July 8th. General Protogeroff, the head of the Macedonian Revolutionary Committee, and one of his friends, were assassinated to-day.

Three unknown assailants fired several shots at the revolutionary chief and escaped in the confusion after their victims had fallen dead.

General Protogeroff, who was 75 years of age, was the Bulgarian General who, by leading loyal troops after the war, dispersed a mutinous section of the Army which was marching on the capital with the intention of pillaging.

The Yugo-Slavs claimed him for trial after the war, but he disappeared. A high sum remained on his head, however. Macedonian leaders say he recently relinquished his leadership.

A COURT OF NEW IDEAS.

WHERE COUNSEL ARGUE SITTING DOWN.

One of the busiest yet probably the least generally known of all courts in England is the Comptroller's Court at the Patent Office, which stands just off Chancery-lane, W.C.

The court is held in a small room with nothing imposing about it, yet almost every day it is the scene of arguments which decide the fate of fortunes.

For it is here that objections to the granting of patents are heard—opposition which, if successful, may mean the shattering of the rosiest dreams of wealth that ever filled an inventive mind.

The Comptroller of the Patent Office (Mr. W. S. Jarrett), in his absence, his assistant sits beneath a wooden canopy, and at two long desks are the counsel, solicitors, patent agents, witnesses and others concerned.

An oddly homely feature of the procedure is the fact that counsel, who wear neither wig nor gown, remain seated while they submit their arguments.

CAPTAIN LOEWENSTEIN'S DEATH.

EXECUTOR APPOINTED.

BRITISH EVIDENCE TAKEN.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, July 9th. At the instance of Madame Loewenstein the First Civil Court has appointed Count Roger Vanderstraten Ponthoz as executor of the estate of Captain Loewenstein. Madame Loewenstein also applied for leave to presume the death of her husband.

The magistrate is examining the case and the evidence of the British witnesses on the aeroplane was taken this morning.

Air Ministry Tests.

[BRITISH WIRELESS SERVICE.]

At the direction of the Air Ministry, the aeroplane from which Captain Loewenstein, the Belgian millionaire, disappeared while flying from Croydon to Brussels has been detained at Croydon, and was last night locked in a hangar, pending an expert examination of the door of the machine to test the theories advanced to account for his fall. Captain Drew, the pilot of the aeroplane, characterised as ridiculous the rumours that Capt. Loewenstein either did not enter the aeroplane, or left it secretly on reaching the French coast.

An official at Croydon also declared last night such reports were fantastic. Capt. Loewenstein was seen to leave in the machine by Air Ministry officials.

It is now announced that the memorial service will be held at Brussels on July 11th.

THIRD DESTROYER FLOTILLA.

TO STAY IN MEDITERRANEAN.

[THROUGH REUTER'S AGENCY.]

MALTA, July 8th. The third Destroyer Flotilla, after an absence of two years in China, has been ordered back to the Mediterranean and will arrive here on August 8th.

It is understood that the Flotilla will not return home to recommission until the Fourth Flotilla, which is on the way home to refit, can recommission and return to the Mediterranean.

OBITUARY.

RAILWAY MAGNATE'S DEATH.

[THROUGH REUTER'S AGENCY.]

DENNIS, July 8th. The death is announced of Mr. Howard Elliott, Chairman of the Board of the Northern Pacific Railway Company and Director of many Railway and other concerns. He was an ex-President of the Harvard Alumni Association.

MOLES ON THE CHEEK.

HOW WANTED MAN WAS FOUND UNDER BRIDGE.

The dramatic arrest of George James Donovan, aged 32, a motor mechanic, who with Leonard Taylor, 24, and James Weaver, 21, hawkers, are charged with murdering Mr. F. E. Smith, aged 62, on May 18th, was described at Brighton.

Inspector George Wakefield of the Maidstone police said that early one morning he found Donovan asleep under a Maidstone bridge. Donovan, so he said, walked from London, and gave his name as George O'Brien. "I turned my light on his face," said the inspector, "and saw two moles on his right cheek. I at once recognised him as the man wanted in Brighton for murder."

Rhoda Spragg, of Bourne-street, Hastings, said she had known Donovan for two years. He told her that he had run from Brighton, and explained that along with two men he had dragged an old man into the back of their car and driven away to the race hill. The old man was robbed of £15.

The hearing was adjourned.

CHURCHILL'S RATES SCHEME.

HARMONISING NEEDS AND RESOURCES.

PULVERISATION OF COAL.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 8th.

Speaking yesterday at Dudley, the Chancellor of the Exchequer, Mr. Winston Churchill, claimed that eventually, and over a period of time, the new system of rating now under consideration by Parliament will bring about complete harmony between the needs and the resources of each district.

Instead of some districts being unable to provide for the necessary services to maintain their population in health and education, and having to throw themselves upon those who happen to be their neighbours, there will be even distribution of the burdens and the resources.

Referring to the way in which he had found money for the rating scheme, and in particular to the petrol tax, which has been imposed to the extent of four-pence per gallon, Mr. Churchill said he believed the tax would stimulate the scientific development of British coal in the direction of pulverisation, which would enormously strengthen Britain's commercial and industrial position.

BISHOP AND HOME SECRETARY.

PRAYER BOOK RETORT.

"MONSTROUS PERVERSION."

The Bishop of Manchester, Dr. William Temple, has issued a reply to the book of the Home Secretary, Sir William Joynson-Hicks, condemning the new Prayer Book.

Dr. Temple says that Sir William's account of the relation of the Prayer Book to the report of the Royal Commission of 1904-1906, with special reference to practices which the Commission said 'should be promptly made to cease,' seems to him 'not only one-sided, but positively misleading.' He goes on:

Sir William, who refrains from quoting the declaration of the Commission that the existing law of public worship is too narrow, makes great play with a list of practices which, in the opinion of the Commissioners, 'should be promptly made to cease,' and there is a strong suggestion that the Book in some way facilitates these practices.

It appears that the author desires to evoke the strong feeling of antagonism which those practices create and to direct this against the Prayer Book. Indeed, the description of the Book given upon the outside cover says in so many words that the Book 'would promote the reintroduction of those Roman ceremonies and forms of devotion.'

Forbidden Practices. This is truly a monstrous perversion. In the first place the practices in question are, with possibly one exception, extremely rare; they are adopted only by the most extreme of the extreme Anglo-Catholic section. They are not in the least degree typical of the Anglo-Catholic movement as a whole.

But who would guess from this account that no less than five of these practices are explicitly or implicitly forbidden by the rubrics of the new Prayer Book, while all the others remain as illegal as they were before, with the important difference that the legal prohibition of them will become morally capable of enforcement?

The Issue.

The principles of the Reformation are not in danger. The issue is whether the Church shall be compelled to spend many years still in the adjustment of liturgical matters, and perhaps a readjustment of its relations to the State, while missionary enterprise, Christian reunion, and other great causes are left on one side for lack of time to give them full attention. Or whether, with a renewed hope of discipline and order, it shall now be set free from this endless preoccupation with domestic controversy to give its whole vigour to its divine mission in this country and throughout the world.

GOLF NOTES.

[By R. H. H.]

It was a great pity that anyone should actually play golf at Fanling last week-end. The course was pure aesthetic joy to the eye. The greens were wonderfully true and neat, and every fairway seemed to have been only recently cut. I have very rarely seen the course looking so well. Naturally one set out under such circumstances with the noblest and most optimistic intentions and for the first few holes everything went excellently. There seemed, after all, to be no conceivable reason for missing shots with perfect lies and greens. Very soon, however, shots which ought to have found the middle of the green just crawled up to the edge, and one became more feeble and more inaccurate as the heat took every bit of vitality.

The sight of a man physically tired out attempting to play as though he were fresh and unwearied is rather pathetic. To the man himself it is merely intensely annoying. And thus those who set out to play the more restrained tired-man game came off a good deal better than those who refused to believe, in spite of the evidence of their senses, that they had really had enough at the end of about six holes. Armed with card and pencil, and carried round—clubless in a chair, one would have manufactured with apparent fairness a very respectable score for the state of the course should have allowed anything else. Actually all other considerations became subordinated to those of rest and a long cool drink some time before the end of the round, generally directly after a shot even more unbelievably devastating than usual.

But if Fanling for once has raged like a lion, Happy Valley still has more lamb-like characteristics, and there seems always to be a cooling breeze and an occasional charitable cloud, even on the hottest days. The turf too, fortunately, is worth its meed of praise for many a day, if only it can keep in something like its present condition. Thanks presumably to the floods, it is almost sessile in its nature and consistency, and the lies are close and light rather than thick and spongy. The ball does not very often sit right up asking to be hit, but it can be hit all the better for that. A creak rarely enters into its own here, in practice, which may or may not mean in theory, but actually there is not very much room for it in the playing of a round.

The only trouble about Happy Valley at present is caused by the long grasses which bow the head before the mowing machine, and stand up again after its passing home the worse for their obedience. Actually one should be able to ignore them entirely in play, they are far too flexible to make any real difference to the playing of a shot, but the perpetual swish and tap of their stems on shaft or club head become extraordinarily irritating, and distract one's attention with unfailing regularity. In the case of wooden clubs, with their longer proximity to the ground, a few really perverse bits of grass are really in their element, and certainly a disproportionately large number of shots are missed from this rather trivial cause.

Golf Illustrated is doing a favour to the Colonial golfer, and certainly no harm to the home amateur, by raising an agitation over the question of the legalization of steel shafted clubs. It is by this time more or less universally recognised, from the evidence of those who have had experience of the playing qualities of both types of clubs, that the steel shafted club does not make the game easier. In fact the general opinion seems to be that the really first class hickory shaft makes the better weapon. But with the ever increasing popularity of golf it is unavoidable that a lot of rubbish should be put on the market, and in out of the way places there is often nothing but rubbish to be had. The firmest supporter of high grade hickory under such circumstances would be likely to prefer a standardised and graded steel shaft to a lifeless wooden barge pole, but whether he does so this preference or not, the important thing is that he should be allowed the liberty of making up his own mind. In the question too of climatic effect upon hickory shafts, the argument for steel can be strongly put.

There is, however, one suggestion which would not be satisfactory, and that is the legalization of steel shafts for colonial use only. The overseas golfer on his return home has already a large number of unavoidable difficulties to contend with, difficulties of changed conditions and climate. If on top of that he has to discard half his favourite clubs and entirely reorganise his bag before starting to play, his short period of leave may well be gone before he has really begun to find his game and get from it the enjoyment he deserves.

LAWN BOWLS.

OPEN SINGLES CHAMPIONSHIP.

FIRST ROUND COMPLETED.

The first round proper of the Open Singles Championship of the Colony has now been completed. Out of the 33 tiles played there have been surprisingly few upsets—seven or eight at the most, and only five walk-overs.

Two more of last season's last eight have received their quietus, namely, Holland and Dobbie, the defeat of the former at the hands of D. Rumjahn being quite unexpected. Another surprise was furnished by the defeat of a veteran bowler in David Muir by a youngster, in the same Club (K.B.G.C.), namely, E. W. Hogbin. Amongst others who failed to come up to expectations were Nish, Fraser, A. Macfarlane (who beat Bradbury in the preliminary round), Gow, and Gregory.

The full list of results in the first round is as under:—

A. W. Grimmitt beat C. J. Tachi.
F. Cullen walk-over from W. J. F. Gorvin.
E. W. Hogbin beat D. Muir.
C. Moss beat D. F. Warren.
L. J. Whant beat H. G. Cooper.
W. Hill beat H. Nish.
J. Chalmers walk-over from E. Kern.
J. Gibson beat Jas. T. Dobbie.
J. Ferguson beat R. T. Taylor.
D. C. Walsley walk-over from R. R. Davis.
A. C. V. Ribeiro beat J. Beattie.
J. Holledge walk-over from H. M. McTavish.
J. C. Brown beat A. Chapman.
E. Ecclehall beat J. Fraser.
N. Drummond beat J. Magill.
J. A. Lindsay walk-over from R. Sutherland.
J. J. Whyte beat A. Macfarlane.
W. Macfarlane beat G. McLeod.
W. Russell beat J. A. Archibald.
F. C. Goodman beat J. H. Johnston.
J. Laing beat J. Massey.
R. F. Luz beat D. Munro.
R. Duncan beat A. M. Simpson.
U. M. Omar beat J. C. West.
A. Atkinson beat A. L. Shields.
C. Bennett beat C. G. Silva.
A. L. Clark beat D. S. Neilson.
G. Wragge beat J. Macleachlan.
W. Muir beat C. G. Edwards.
J. O. McLaggan beat D. Gow.
T. D. E. Pendered beat J. Gregory.
D. Rumjahn beat A. M. Holland.

Second Round Draw.

The draw for the second round is as follows:—

A. W. Grimmitt v. F. Cullen.
E. W. Hogbin v. G. Moss.
L. J. Whant v. W. Hill.
J. Chalmers v. J. Gibson.
J. Ferguson v. D. C. Walsley.
A. C. V. Ribeiro v. J. Holledge.
J. C. Brown v. E. Ecclehall.
N. Drummond v. J. Lindsay.
J. J. Whyte v. W. Macfarlane.
W. Russell v. F. C. Goodman.
J. Laing v. R. F. Luz.
R. Duncan v. U. M. Omar.
A. Atkinson v. C. Bennett.
C. Clark v. C. Wragge.
W. Muir v. J. O. McLaggan.
T. D. E. Pendered v. D. Rumjahn.

Three ties in the second round have already been played, with the following results:—

J. Ferguson beat D. C. Walsley (both of Tai Kok).
A. C. V. Ribeiro beat J. Holledge. The former is of Club de Recreio and the latter Civil Service.
J. O. McLaggan, of Kowloon Dock, beat W. Muir, Police R.C.

The winners in the remaining ties should be found among Cullen, Moss, Whant, Gibson, Brown, Drummond, Russell, Laing, Atkinson, and Pendered, with the following matches of the doubtful order: Whyte v. W. Macfarlane, Duncan v. Omar, and A. Clark v. Wragge.

It is, of course, too early to look for the semi-finalists, but Cullen should be one of these if he maintains his form. There should be a good fight between Brown and Ferguson, if they are fated to meet. W. Russell should have no trouble in getting into the semi-final, although Laing and Duncan or Omar may furnish a surprise. The fourth semi-finalist may be either Atkinson or McLaggan. Atkinson looked like having a runaway victory over Chapman in the first round but was overhauled in the closing stages and got a four on the last end. McLaggan, on the other hand, put it over Muir to some tune, winning 25-5 form that may make some of the more fancied aspirants for the championship sit up and take notice.

THE "KOCHOW" INQUIRY.

FINDINGS OF THE COURT CRITICISED.

LETTER FROM THE MASTER OF THE "TAI MING."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—The primary object of every Marine Enquiry now-a-days is, or ought to be, the determination of the cause of the casualty under investigation and what recommendations are considered necessary in order to avoid a recurrence under similar conditions. This procedure in the above case cited has been, with minor reservations and exceptions, almost wholly overlooked in a revival of that pernicious and now generally discredited practice of finding a victim which, in this instance, is again that poor, unfortunate scapegoat, the over-burdened shipmaster.

To those of his ilk familiar with the locality, and who, like myself on one or two occasions, have so narrowly escaped the fate which befell the master of the *Kochow*, the dangers and difficulties are all too well known; and had the Court in its composition secured the services of these men, I venture to think its deliberations would have been productive of more good as well as more fairness to those involved in them. For, in my opinion, based on ten years' experience of the Wang Mun Bar, the chief cause of the disaster investigated by the Court was undoubtedly the inadequate and now misleading method of marking the tortuous, changing channel, which crosses it, and which makes its navigation so difficult and uncertain; all other reasons, such as overloading, absence from the bridge, currents, and the prevailing conditions, for which the master was held in default, have their extenuating and relative aspects, and if at all contributory to the immediate result, are subsidiary to it.

This is demonstrably evident in the numerous groundings, on both sides of the channel, by every vessel navigating in the vicinity, which can be proved by the testimony of their several masters. The two lights marking the bar, when first established, may have indicated the direction across it; but that has now changed so much that without other aids, say a lighted buoy near the extending spit N.E. off Crag Island, the channel can only be negotiated and maintained with the nicest judgment, local knowledge, and, at times, a large amount of guesswork. In all these qualities the Chinese pilot, though uneducated and mostly ignorant of all other nautical or navigational knowledge except the "Rule of the Road," is much superior to his foreign and less experienced colleague; and having served all his life, maybe, in that particular trade or run in which he has become perfectly familiar and competent, he would be a foolhardy master who, under ordinary circumstances, would interfere with his specialised duties. Furthermore, in some firms, where the pilot is an older and more trusted servant than the master, their relative duties and positions are more confidentially defined, any breach of which being detrimental to all concerned would prove still more disastrous for the master than any imaginary risks he might run in observing them.

Master's Absence From The Bridge.

Mindful of these considerations, therefore, and the fact that an assistant, or No. 2 pilot, of less experience is always carried by all West River steamers, a master may be induced to so arrange the watches that he will always be on the bridge with him, to attend and help with his own knowledge the immature experience of the other. If this laudable custom was practised by the master of the *Kochow* it would explain his absence from the bridge at the time of the stranding; and considered with reference to my previous remarks on this subject, should exculpate him from all blame on this charge. There are many other equally dangerous places on the river where an accident may happen at any time; but it may be unreasonable and unjust to expect the master's attendance at them on all occasions—flesh and blood could never stand it. But supposing, just for the sake of illustration, that some impossible paragon of a master did essay to try it, and at the last spot, the mishap occurred which really helped to bring about by making him physically worn out. Would a discriminating Court acquit him of what his foolishness had occasioned, or condemn him for what his over-keenness had made inevitable? To concede these points is to surrender all the rest.

Stowage Of Cargo.

A shipmaster (legally) has been erroneously regarded as omniscient and infallible; he is now to be saddled with omnipotence as well! It seems that he should, if he is also to be held responsible for the loading and stowage of the cargo. This duty, as is so well known, has always been performed on the China coast by the numerous Comprode's staffs carried on all the ships for this purpose, and with the single exception of one local Company, I believe, is still the usual practice with all the others. That it should be so can be shown by examples far too numerous and

involved to be herein illustrated. In the case of West River steamers, if the present system ever be changed, by possible "enquiries" of quite another nature, with a dearth of ships, and officers and crews too the results will not be what were anticipated. All the more surprising is it then that the Court was seemingly unaware of these facts, as is evidenced, by the "hole" recording it.

Further was it stated that: "The Court is satisfied that the stability of the ship is satisfactory, and that no evidence had yet been adduced that the cargo was improperly stowed."

But in the indictment against the master, particular emphasis was laid on the fact of his proceeding to sea with the ship overloaded, this being the principal impeachment, presumably, for which he was found in default. This being admitted by the master, I shall make no attempt to defend or belittle its importance in a question of this kind, but only draw attention to the frequency with which it was permitted in the near past and its pertinency to all in the river trade which only they can appreciate and understand. But if it can be shown, as I think it can, not only by more expert opinion than was available at the time, but by inferences drawn from the evidence submitted to the Court, that this offence for which the master has so dearly paid did not in fact contribute to the mishap for which he was arraigned, it should not have influenced the Court in the major matter it was convened to decide, but been separately tried under a nominal fine would, I think, have met the case.

No Reason Not To Cross The Bar.

With regard to the third and last fault for which the master was held to blame—an assumed error of judgment "in attempting to cross the bar under the prevailing conditions," I cannot find in the deposition of any one of the witnesses, a tithe of evidence in support of it. Personally, I cannot conceive of any weather conditions other than strong winds with a rough sea and a state of the atmosphere when the lights were obscured, which would justify a master in not attempting to cross the Wang Mun Bar in any vessel now regularly doing so. On the night in question none of these conditions prevailed, and the five knot current which it was alleged was then running transversely to the *Kochow's* course would not be felt nor suspected until the vessel was on it. It would be about neap tides too, and the master's knowledge of there having been freshets in the river which, in itself, is anticipatory in its suggestiveness of strong tides would, both together, reassure him that there was sufficient depth of water in the channel for his draft. The pilot's assertion that the current was stronger than even he had anticipated, and the master's sounding of twenty-five feet just before the vessel struck, both go to prove him right in his conjectures. I must, therefore, in this too, support the master in his judgment of crossing the bar under these circumstances. It is a singular and extraordinary commentary upon this case which makes one furiously think.

The Finding Of The Court.

In scrutinizing the "Finding of the Court," one fails to find (if we exclude the condemnation and penalization of the unhappy and to-be-pitied master) one single definite result of all its labours, or any justification for its conclusions. Everyone knows that the stability of a ship is satisfactory when the cargo is properly stowed! And that it was so stowed is proved by the evidence; why not let it go at that? The all important question in a case of stranding is, in my opinion, the navigation which, in this instance, was solely and authoritatively in the hands of an uneducated Chinese pilot. Why was he not exhaustively questioned and examined on his abilities to navigate the bar which, in its present unsatisfactory condition of pilotage aids, requires a high degree of intelligent judgment to do so? May the stranding not have been due to his lack of this, or some other fault or mistake on his part for which he alone should be held responsible? Was "the ship out of the deepest part of the channel when she struck?" And if so, under what combination of circumstances did she get there? What caused her to list and sink? The current alone, or even with the water entering the main-deck through the cargo ports would not do so with the ship aground, unless she had swung round the knuckle of some steep bank and slipped into deeper water, when the water might have penetrated the hold. Were the hatches tarpaulined and battened down? How was her head and the direction of the current just before she sunk? All these matters and many others suggest or embody in the contents of this letter, could have been elicited by a judicious questioning of the witnesses; and the neglect of such an obvious duty by the Court, quite apart from its

(Continued on next column).

LAWN TENNIS.

HONG DOUBLES.

COMMENCING TO-DAY.

The start of the Hong Doubles competition of the Hong Kong Cricket Club will be made this afternoon when an interesting match will be played in the first round, between J. H. M. Andrew and C. D. Wales and R. Hancock and H. S. Hills. Three matches have been fixed for to-morrow, and the list for the two days is as follows:—

To-day.
1st Round—J. H. M. Andrew and H. S. Hills (Union Insurance) rec. 4/6 v. R. Hancock and H. S. Hills owe 3/6.

To-morrow.
1st Round—C. C. Stark and E. J. R. Mitchell (owe 2/6) v. W. G. Lamb and A. E. Johnston (B. & S.) rec. 3/6.
2nd Round—W. K. Tait and J. N. Owen (Doddwell & Co.) rec. 15 v. W. M. Lyons and L. A. R. Duncan (A.F. Co.) rec. 15 v. T. P. Saunders and J. R. Way (H.K. Electric) rec. 15 v. O. E. C. Marton and M. H. Turner (Deacons) owe 2/6.

LOCAL BASEBALL.

FORTHCOMING MATCHES, &c.

All League games in future will be on Saturdays at four o'clock in the afternoon. The "OH" Teams will arrange with the U.S.S. Sacramento or the U.S.S. Ashville for games providing the diamond is available and the vessels are in the harbour.

Senior Division Fixtures.

July 14th.—Filipino Baseball Club v. South China.
July 21st.—Hong Kong Baseball Club v. Filipino Baseball Club.
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I have already in two or three previous references drawn attention to the composition of the Court; but I must now call in attention to its inappropriate character.

Captain Morgan Advised To Appeal To B.O.T.

On all those grounds Captain Morgan would be well advised through the medium of the local Guild or other representative body to appeal to the Board of Trade for an annulment of the Court's finding and the return of his certificate. For one thing, however, all British Merchant Navy officers out here will be thankful to the Court, and that is the gratifying announcement of its recommendation: "that a commission be appointed by the Government of Hong Kong to enquire into the general conditions under which British ships operate in this (the West River) trade." This is a measure which has long been needed, giving rise to the liveliest feelings of satisfaction and confidence hope that the officer's position and prestige which since the pitiful surrenders of 1922-1923 have been so precarious may be regained and his future made secure. His position in all West River steamers is a very anomalous one which, I trust, the proposed commission will endeavour to define more clearly.

It is partly in support of this that some allusions in my letter have been penned. For the row I claim the privilege of fair and honest criticism in the individual and public good. If in my review of the Court's proceedings and finding my remarks savour too much of the hypercritical, I can only plead the right of every honest seaman to speak his mind in the defence of another; and that if I have of necessity, though unintentionally, hurt the susceptibilities of any single member of the Court, I beg of him as one brother sailor to another to take it in the spirit it was meant.—

G. J. SPINK,
Master,
s.s. Tai Ming.

THE LATE MRS. LI PO.

FUNERAL ON SATURDAY.

Many close friends of the family of the late Mrs. Li Po were present at the simple and impressive funeral on Saturday afternoon. The cortege left the house on Kai Tack Bund at 3.30 p.m., the heavy Chinese coffin being hidden under a canopy of white flowers borne upon the shoulders of sixteen bearers. Immediately followed the chief mourners—three of the sons of the deceased lady, Messrs. Li Chor Chi, Li Zee Min and Duncan Li, and Li Hon Chiu (grandson). At Ma Tau Wai village a pause was made to enable friends to pay their last respects by bowing before the coffin after which ceremony the procession continued its way to the Christian cemetery behind Kowloon City where the Rev. Lee Kau Yan conducted the burial service.

Many beautiful wreaths were sent by the following:—Sir Shenson and Lady Chow, Mr. and Mrs. Chow Yee On, Mr. Chow Chi Nam, Mr. and Mrs. Y. K. Chow, Dr. and Mrs. S. F. Tan, Mr. and Mrs. S. B. Tan, Mr. and Mrs. Yung, Tsoi Pong, Mr. and Mrs. Sau Ron Chi, Dr. and Mrs. S. W. Tsoi, Dr. and Mrs. B. C. Wong, Dr. and Mrs. Cheah Keng Seng, Mr. and Mrs. Li Chung Cheuk, Mr. and Mrs. Peter Leong Hing Kee, Mr. and Mrs. Ho U Ming, Mr. and Mrs. U. Runjahn, Mr. and Mrs. A. Fattiyadd, Dr. and Mrs. Ma Luk, Mr. and Mrs. Andrew Cheung, Mr. and Mrs. M. B. Yung, Mr. and Mrs. J. M. Wong, Mr. and Mrs. H. W. Wu, Mr. and Mrs. Un Lan Suen, Dr. and Mrs. Arthur Woo, Dr. and Mrs. S. N. Chau, Mr. and Mrs. Lau Heyshing, Mr. and Mrs. Fitcher, Mr. and Mrs. Moore, Dr. and Mrs. Wan Yik Shing, Mr. and Mrs. Fung Shou Wa, Rev. and Mrs. E. W. L. Martin, Mr. and Mrs. D. Young, Mr. and Mrs. A. H. Runjahn, Mr. and Mrs. S. T. Lo, Messdames Lau Shui Cheuk, Fong Hin Shan, Chan Kang U, Chan Woo Shi, Kong Bang Hou, Y. Chan, Lock, Wai, Ng Kwai and family, Tim Young, Y. K. Woo, Chenalloy and family, Yee K. L. Choy, F. Y. Wong, Misses Alice Chan, K. C. Woo, Runjahn, Florence Leong, R. Mowling, Cheah Seng Cheng, Messrs. S. Carrara, L. De Dionigi, E. Gualdi, Emile Leblanc, Squadron Leader C. E. H. C. Macpherson, Flight Lieut. W. D. Gairdner, Mr. R. Vaughan Fowler, Flying Officer E. B. Webb, Wong Kwong Tin, Ko Leong Hoe Wan, Li Shing, Y. P. Lo, Dr. Ho Chee Whing, Dr. S. F. Tam, Messrs. Chan Fui U, Lim Peng Siang, Lim Seow Kiew, Lim Seow Chong, Tan Eng Hooi, Yeo Yew Beng, Cheung Wing Kue, Ng Yew Kwong, Wang Cheung Sum, Wong Wan, General Lau Tsun Wan, General Tong Kai U, Messrs. Chau Hip Wo, Li Hoi Hung, Tang Mui Fong, Yeung Siu Ching, Lawrence Chan, Chan Mong Leong, Chan Chit Pak, Ip Ping Chun, Yeung Parkland, Lee Wing Cheon, Yeung Lu Tung, Ma Ying Pui, Ma Wing Chan, Wong Pak Leong, Cheung Wing Fain, Chait Wai Yui, Sit Wan Shan, Dr. K. C. Cheam, Messrs. Li Te Chiu, O. Hoy and family, Ho Siu Woon, Alfred Lee, Ng Pak Chan, Cheah Kay Chuan, Andrew Ling, Ling Kwong, Yip Hon Cheong, Un Ki Lim, Choy Man Bing, Fung Ming Lai, Lau Keng Fong, Lee Wai Lo, Un Ting Kwong, Li Hon Tai, Lam Chi Lok, Tsang Foo, H. S. Yung, Lee Chok Un, Khoo Keng Fay, P. Dragon, Chan Leong Sze, Choy Hing, To Jackman, Yeung Kam Wa, Kwok Chuen, See Kon Fan, Chan Wing Hing, Hin Wong, Lan Kwai Cheuk, Chai Lu Nin, Ma Chak Man, General Yip, Messrs. U Man Cho, H. K. Lee, Khoo Keng Wah, Teo Ngan Tin, Ho Hong Bank Staff, Ho Hong Bank Officers, Kowloon City Club, United Traders, Foo Yau Trading Co., Wah Yau College Staff, The Wing On Co., Ltd., Ng Yuen Hing Firm, Wah Ha Tobacco Co., Kai Tack Motor Bus Co., Hong Kong Police Reserve, Chinese Section, Yien Yieh Bank, Foo Kee, St. Stephen's College Council, St. Stephen's College Staff, St. Stephen's College Old Boys Committee, Chinese Mission To Lepers, Chinese Club, Sing Cheong Co.

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G. J. SPINK,
Master,
s.s. Tai Ming.

THE "PSYCHIC HEALER"

CURES ASTHMA.

IT is with great pleasure, I acknowledge my deep debt of gratitude to the "Psychic Healer" in completely curing me of Asthma, from which I was suffering since my childhood. I tried all the best so called specifics during my long stay at home and on the continent.

I consulted the Mystery Man. He assured me that he would be able to cure me and gave me "lectures" with instructions. Though I could not reconcile myself to believe at the time that he could cure me of my chronic ailment, when the best European specialists failed. I took his "Tawises" and burnt them as directed by him, and lo! to my surprise I find since I took his "Tawises" the attacks of asthma have become few and far between. Truly, this is the land of mysteries and mystics.

(Sd.) HARRY WILLIAM RICHMOND.

1. If you are in mental or physical distress or the victim of disease.
2. If you wish to see or to have a photo of your relative dead or living abroad.

Consult the world-renowned Spiritualist, Psychist and Clairvoyant either personally or by correspondence.

Consultation Fee \$25.

Visiting hours from 10 a.m. to 1 p.m., and from 3 p.m. to 7 p.m.

THE SECRETARY.

SAVOY HOTEL,
Hong Kong,
Rooms No. 38 and 39. [6401]

CONSIGNEE NOTICES.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship "OLDENBURG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 14th July, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 1st August, 1928, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriting.

JENSEN & CO., Agents.

Hong Kong, 8th July, 1928. [6482]

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "TAKADA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed. Goods not cleared by 15th July, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. Mondays and Thursdays.

All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO. Agents.

Hong Kong, 4th July, 1928. [6450]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM U.S.A.

THE Motor Vessel "SEYBANK"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th July, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriters on or before 15th July, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Thursday, 12th July, 1928, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE HANK LINE, LTD., General Agents.

Hong Kong, 8th July, 1928. [6460]

DOG RACING BAN.

FOOTBALL LEAGUE ULTIMATUM TO SOUTHEAST CLUB.

London, June 14th.

The Football League has notified Southeast United F.C. that greyhound racing on its ground at the Karsaal must stop forthwith and the playing area be prepared for next season's football.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TIENTSIN	"SUNNING" ... On 10th July	6 a.m.
SHANGHAI	"HUPH" ... On 11th July	6 a.m.
SWATOW & SHANGHAI	"LINAN" ... On 11th July	2 p.m.
SHANGHAI & TIENTSIN	"SUZYANG" ... On 11th July	6 a.m.
WUHAIR, CHANGSHU & TIENTSIN	"KUEICHO" ... On 14th July	4 p.m.
AMOI, SHANGHAI, SINGAPORE & BANGKOK	"KINGYUAN" ... On 15th July	6 a.m.
SWATOW & BANGKOK	"KALUAN" ... On 15th July	1 p.m.
SWATOW, SHANGHAI, NEW CHWAN & DALRY	"KANCHOW" ... On 16th July	Noon
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG" ... On 17th July	6 a.m.
HONGKONG, PAKHOI & HAIPHONG	"FEAN" ... On 19th July	10 a.m.
SWATOW & SHANGHAI	"CHENAN" ... On 19th July	2 p.m.
SHANGHAI & TIENTSIN	"SUOCHOW" ... On 21st July	9 a.m.
AMOI, SW. TOW & SINGAPORE	"KANGKOW" ... On 22nd July	1 p.m.
SWATOW & BANGKOK	"KANGKOW" ... On 22nd July	1 p.m.
SWATOW, SHANGHAI, NEW CHWAN & DALRY	"YINGCHOW" ... On 23rd July	Noon

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE and \$90 RETURN.
 For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**
 TELEPHONE: CENTRAL 34.
 CARGO AND BAGGAGE CAN BE INWARDED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

SHIP	DATE	TIME
"CHANGTE" & "TAIPING"	10th July	17th July
"ORANGE"	7th August	17th August
"ORANGE"	7th September	14th September
"CHANGTE"	8th October	18th October

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
 TELEPHONE: CENTRAL 34.

BOSTON, NEW YORK AND BALTIMORE

"BLUE FUNNEL LINE"
 (OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

SHIP	DATE	TIME
"DARDANUS"	10th July	27th July
"CITY OF EVANSVILLE"	10th August	10th August
"LYCAON"	14th August	14th August

For Freight and Passage, apply to—**BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.**

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

AND

NEW YORK

M.V. "MALAYAN PRINCE" ... 26th July
 S.S. "ROYAL PRINCE" ... 22nd August

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
 Telegrams: Furnprace. King's Building.



MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From	Ship	Date	Time
Marseilles	ANDRE LEBON	17th July	17th July
CHRONONCEAUX	31st July	31st July	
PORTHOUS	14th Aug.	14th Aug.	
ATHOS II	28th Aug.	28th Aug.	
Dunkirk, Antwerp, London	LT. ST. LOUBERT	22nd July	22nd July
BIE (Cargo)	22nd July	22nd July	
Shanghai, Japan and North China	LT. ST. LOUBERT	22nd July	22nd July
BIE (Cargo)	22nd July	22nd July	

For full Particulars, apply to—**CIE DES MESSAGERIES MARITIMES.**
 Telephone: 0. 651 and 740. 3, Queen's Building.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

Ship	From	Time
July 8th		
Cheong Shing, British str., 1,250 tons, Capt. T. Croft, from Tangu and Swatow, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co.		
Chungwen, Chinese str., 1,224 tons, Capt. A. Lang, from Keelung, which port she left on July 6th, with a cargo, lying at buoy No. C43—Y.K.K.		
Huller, Norwegian str., 840 tons, Capt. J. Hansen, from Bangkok, with rice and general cargo, lying at buoy No. C17—Thoresen & Co.		
Kalgan, British str., 1,556 tons, Capt. T. M. Johnston, from Bangkok and Swatow, with a general cargo, lying at buoy No. B13—B. & S.		
Tai Poo Net, French str., 1,319 tons, Capt. P. Maternati, from Fort Bayard, with a general cargo, lying at buoy No. C43—Shun Cheong S.S. Co.		
Tak Hing, Chinese str., 103 tons, Capt. Lo Shau, from Antau, with a general cargo, lying at Leun Cheong Wharf—Fook Hoi S.S. Co.		
Tijudus, Dutch str., 2,983 tons, Capt. J. C. G. de Graaf, from Batavia and Samarang, with a general cargo, lying at buoy No. A25—J.C.J.L.		
Tjineua, Dutch str., 4,394 tons, Capt. D. Pals, from Shanghai and Amoy, with a general cargo, lying at buoy No. A4—J.C.J.L.		
Tokushima Maru, Japanese str., 3,702 tons, Capt. K. Mitsu, from Moji, with a general cargo, lying at Kowloon Wharf—N.Y.K.		
Yung Fu, Chinese str., 1,340 tons, Capt. W. Bergman, from Swatow, lying at Stonecutters—Wadajimusho & Co.		
July 9th		
Altar Maru, Japanese str., 4,846 tons, Capt. H. Oishi, from Shanghai, which port she left on July 8th, with a general cargo, lying at buoy No. A24—C.S.K.		
Dorrie, German str., 688 tons, Capt. J. Jacobson, from Hoilow, with a general cargo, lying at buoy No. C45—Chau Yue Teng.		
Empress of Asia, British str., 16,909 tons, Capt. A. J. Bailey, from Vancouver, via Japan ports and Shanghai. The last mentioned port she left on July 7th, with a general cargo, lying at Kowloon Wharf—C.P.R.		
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on July 7th, with 3,500 tons of general cargo, lying at Kowloon Wharf—A.M.L.		
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Canton, with a general cargo, lying at buoy No. B9—B. & S.		
Taiping, British str., 4,323 tons, Capt. A. W. Frame, from Melbourne, which port she left on June 14th, with a general cargo, lying at Kowloon Wharf—B. & S.		
Talma, British str., 8,185 tons, Capt. R. W. Hocking, from Calcutta, which port she left on June 21st, with 811 tons of general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.		
Zosma, Dutch str., 8,429 tons, Capt. K. E. Dik, from Kobe and Shanghai. The latter port she left on July 6th, with a general cargo, lying at buoy No. A3—J.C.J.L.		

PASSENGERS.

The following cabin passengers arrived on July 9th by the *Empress of Asia* from Vancouver and the North:—Mr. H. H. Belcher, Mr. J. Chang, Mr. and Mrs. O. Donham, Mr. D. Ellis, Mr. R. K. Hoppburn, Mr. T. Chibe, Mrs. Chibe, Miss K. Chibe, Miss T. Chibe, Master T. Chibe, Mrs. S. Des Voeux, Miss L. Arnold, Mr. A. Drearley, Mrs. Drearley, Mr. C. J. Chen, Mr. L. T. Chiang, Mr. Chow Tung Sang, Mrs. T. S. Chow, Mr. T. C. C. Chow, Mrs. Chow, Mr. J. C. K. Chow, Mrs. Chow, Mr. W. C. Chang, Miss M. Crowther, Miss H. D'Es, Mr. C. D. Fok, Mrs. W. C. Gonersell and infant, Mrs. L. Goldring, Mr. W. P. Hecker, Mrs. Hecker, Miss D. Henderson, Mr. S. J. Hicks, Mr. K. Y. Liang, Mr. K. K. Liang, Mr. O. O. Tam, Mr. S. T. Lam, Mr. Y. C. Lo, Mr. Li Yuk Tong, Mr. P. C. Li, Mr. B. S. Lozaro, Mrs. R. McInerney, Mr. E. Molinos, Mr. H. G. Puddle, Mr. G. Robertson, Mr. Speakman, Mr. C. A. Steenberger, Mr. A. King Soo, Dr. J. H. Squires, Mr. H. Scholl, Mr. S. W. Sun, Mrs. Sun, Mrs. An. Miss Tsu Poo Tsung, Master Tsu Poo Lin, Mr. A. T. Tai, Mr. M. H. Ho, Mr. C. C. Teen, Mrs. Teen, Mr. C. H. Wong, Mr. S. M. Wong, Mr. F. S. Wong, Mrs. Wong, Mr. H. Weltmedo, Mr. Y. F. Wong, Mrs. Wong, Mr. T. K. Zoo, Mrs. Zoo, Mr. Aguilado, Mr. J. K. Bonefield, Hon. J. J. Clifford, Rev. D. O'Connell, Justice F. E. Johnson, Mrs. Johnson, Mr. F. J. Higham, Mr. S. Teminaga, Mr. K. Junin, Mr. P. C. Dodge, Mr. C. E. de Meligay, Mrs. Meligay, Miss Y. Meligay, Mr. L. W. and Mrs. Mercier, Mr. C. Fossick, Mr. C. Beard, Mr. Moy Wah Chung, Mr. Moy Cheng Men, Mr. J. H. Montague, Mr. P. Morphy, Mr. K. K. Au, Mrs. Au, Mr. C. S. Cheng, Mrs. Cheng, Mr. S. M. Cheng, Mr. Y. P. Cheung, Mrs. Y. H. Chau, Miss Y. F. Hsia, Master Y. C. Yuen, Master Y. Y. Kong, Mr. J. H. Lee, Mr. R. Allemao, Mr. and Mrs. Chan Wai Sik, Mrs. H. N. Chao, Mr. H. S. Chang, Mrs. C. Chen, Miss L. Y. Chen, Mr. C. S. Cheng, Mr. C. Y. Chen, Mr. K. S. Dao, Mr. Y. K. Liang, Master B. P. C. Liang, Mr. Jack Ho, Mr. B. K. Gee, Mr. T. C. Ho, Mrs. Ho, Mrs. K. L. Ho, Master H. P. Ho and infant, Mr. J. Hunt, Mr. Hah Yin Kwong, Mr. S. M. Hong, Mr. H. Kwan, Mr. S. T. Ja, Mr. S. T. Chen, Mr. M. T. Yip, Mr. P. S. Kau, Mr. C. Lee, Mr. Y. Lee, Mrs. S. Lee, Mr. Y. S. Lee, Mrs. Lee, Mr. K. L. Liang, Miss S. W. Liang, Mr. Y. W. Liang, Master C. W. Hon, Mr. Y. P. Liu, Mr. Lo Sin Chuen, Miss A. A. Manakovam, Mr. A. S. Moy, Mr. M. H. Wong, Mr. Ng Lai Nam, Mr. B. K. Ou, Mr. Y. S. Ou, Mrs. Ou, Mrs. K. T. Pen, Mr. C. T. Tang, Mr. C. Chiang, Mr. K. R. Wang, Mr. Chon Ling, Miss W. H. Tau, Mr. S. S. Har, Mr. W. S. Fu, Mr. C. K. Tun, Mrs. C. K. Tung, Mr. D. F. Wong, Mr. H. T. Wong, Miss H. F. Lee, Mrs. L. Wong, Mr. W. F. Wong, Mr. C. S. Wong, Miss S. Li, Mr. B. H. Wong, Mr. K. T. Peh, Mr. C. C. Chen, Mr. T. F. Chen, Mr. S. Y. Wong, Mrs. Wong Lin Hi, Master Geo. Brown, Mr. C. M. Woo, Miss S. Yang, Mr. S. T. Young, Mr. I. C. Lam, Mr. S. W. Wong, Miss Li Chun Ping, Mrs.

CLEARANCES.

July 9th
Arifura, for Moji.
Chok Sang, for Canton.
Cheongthing, for Canton.
Dovre, for Shanghai.
Huach Cheng, for Saigon.
Hydrangen, for Swatow.
Luchow, for Swatow.
Oldenburg, for Shanghai.
Pres. McKinley, for Shanghai.
Sandviken, for Swatow.
Shinyo Maru, for Shanghai.
Shiu Hing, for Macao.
Sunning, for Amoy.
Taipook, for Kwong Chow Wan.
Tokushima Maru, for Singapore.
Zosma, for Manila.
 G. Lou and infant, Mr. C. P. Mon, Mr. C. C. Wong, Dr. J. E. Campbell, Miss H. Cornish, Mr. P. G. Iske, Mrs. J. E. Moore, Miss L. D. Plummer, Miss F. Russell, Mrs. W. A. Allen, Miss M. R. Allen, Mr. S. Datto, Mr. J. Minakata, Mr. W. A. Allen, Mr. M. Okanaka, Miss M. L. Doan, Mrs. P. P. Akos, Mr. E. Andrus, Miss V. Abelando, Miss R. Andrus, Deaconess J. Clark, Mrs. P. V. Couder, Master J. Couder, Miss P. Couder, Mrs. P. V. Fabres, Mrs. A. K. Gunn, Mr. Hsu Shing Foo, Mrs. L. Ingebrigtsen, Mr. Go Tiong, Miss Lola Lee, Miss D. H. Hilliss, Mrs. A. Machuca, Misses Machuca (two), Masters Machuca (two), Mr. Ong Kim Too, Mr. J. Yap, Mr. Ng Wai Ling.
 The following passengers arrived here on July 9th from Australian ports by the *s.s. Taiping*:—Mr. G. Allan, Miss W. A. Allan, Miss J. Calder, Miss S. Weston, Mr. L. J. Tully, Mr. and Mrs. B. L. Deale, Miss J. Hill, Miss C. McVoy, Miss C. L. Williams, Miss E. R. Bromann, Mr. and Mrs. G. Porteous, Dr. and Mrs. Desmond.
 The following passengers arrived on July 9th from Manila by the *s.s. President McKinley* for Hong Kong:—Mr. Mateo Alcantara, Mr. G. H. S. Bhimjee, Mr. Tin Chang, Mr. and Mrs. Edward Chesby, Mr. Edward Chesby, Miss Annie Chesby, Mr. Lucian De La Cruz, Mr. O. Giridharimal, Mr. G. M. Hemsworth, Miss Caroline Jenkins, Mr. Jose Leana, Mrs. Gregorio Leana, Mr. Kaifred Dip, Mr. C. M. Miura, Mrs. Juanita L. O'Day, Rev. Emilio C. Sabugo, Mr. Eng An Tam, Mr. L. Yates.
 For Shanghai: Mrs. Dorothy Davis, Mrs. Kate De Poli, Col. W. B. Lemly, Mrs. W. B. Lemly, Mrs. E. H. Lemly, Mr. Victor M. Smith, Major Miles R. Thatcher, Mr. Alexander Weill, for Yokohama: Mr. A. Udharam, for Seattle: Commander B. Derickson, Mr. F. M. Johnston, Mr. Carl Peterson, Captain W. D. Sharp, Mrs. Louise E. C. Sharp, Master Willoughby Sharp, Mrs. Katherine Springer, Master Howard Springer.
 The following passengers arrived by the *s.s. President Jefferson* from Shanghai for Hong Kong:—Miss D. Arnold, Miss Ah Wee, Mr. and Mrs. William Boumgarten, Mr. Chu Chong Yick, Mr. and Mrs. C. M. Chen, Mr. and Mrs. Chang Tong, Mr. Chen Ding Yu, Mr. Chung Young Chan, Mrs. Chun Shee Yee Yap, Mr. Q. L. Dao, Mr. and Mrs. R. J. Fernandez, Master Manuel Fernandez, Mr. Lanie Fong, Mr. J. J. Galmore, Mrs. Alice Ho, Mrs. T. H. Lee, Miss Y. S. Liang, Master T. Y. Liang, Master T. W. Liang, Mr. M. C. Lue, Mrs. Y. M. Lin, Miss C. V. Lin, Mr. C. H. Lam, Mr. Ling Yee San, Mr. M. H. Ma, Mrs. C. W. Ma, Dr. C. F. Newton, Mr. Tom Scanlon, Mr. K. C. Tsing.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "CHAKSANG" "YATSHING" "KWONGSANG"	Wed., 11th July, at Noon Sun., 15th July, at Noon Wed., 15th July, at Noon Sun., 22nd July, at Noon
OSAKA via AMOY, S'HAL, MOJI & KOBE	"HOSANG"	Fri., 12th July, at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUTSANG" "NAMSANG" "KUMSANG"	Fri., 20th July, at 7 a.m. Fri., 3rd Aug., at 7 a.m. Thurs., 16th Aug., at 7 a.m.
CANTON	"WAISEING"	Wed., 11th July, at 8 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wed., 25th July, at 3 p.m.
SINGAPORE	"SUISANG" "YUENSANG"	Tues., 10th July, at 3 p.m. Fri., 20th July, at 10 a.m.
SANDAKAN	"HINSANG"	Wed., 25th July, at 3 p.m.
TIENTSIN	"CHEONGSHING"	Wed., 11th July, at Noon

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 GENERAL MANAGERS.

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GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"PEMBROKESHIRE"	(via Oran)	11th July
Steamship	"GLENSHANE"	(via Oran)	10th Aug.
Motor Vessel	"GLENGOOLE"	(via Oran)	10th Aug.
Steamship	"CARMARTHENSIRE"	(via Oran)	6th Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"CARDIGANSHIRE"	14th July
Motor Vessel	"GLENGOOLE"	20th July
Motor Vessel	"GLENAMOY"	10th Aug.
Steamship	"CARMARTHENSIRE"	20th Aug.
Motor Vessel	"GLENGARRY"	1st Sept.

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FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:	
Cabin class	... £73.
Intermediate class	... £48.
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Cabin class	... £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S.	"Himar"	departure	15th July
Pass. S.S.	"GOBLENZ"	departure	22nd July
Freight S.S.	"Grandon"	departure	11th August
Pass. S.S.	"FULDA"	departure	24th August
Freight S.S.	"Ludwigshafen"	departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
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Cabin class	...	\$75.00.	Intermediate class...\$45.00.
Freight	S.S. "Ludwigshafen"	...	due here 23rd July
Pass.	M.S. "FULDA"	...	due here 30th July
Freight	S.S. "Oder"	...	due here 15th August

MELCHERS & CO.,

AGENTS, HONG KONG. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COASTPORT SERVICE.
 REGULAR SERVICE of Fast High Class Coast Steamers Sailing subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
 AND RETURN
 (Occupying 8 to 9 Days)

HAIPHONG	Tuesday	the 10th July, at 3 p.m.
HAIPHONG	Friday	the 13th July, at 3 p.m.
HAIPHONG	Tuesday	the 17th July, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fouchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage, apply to—

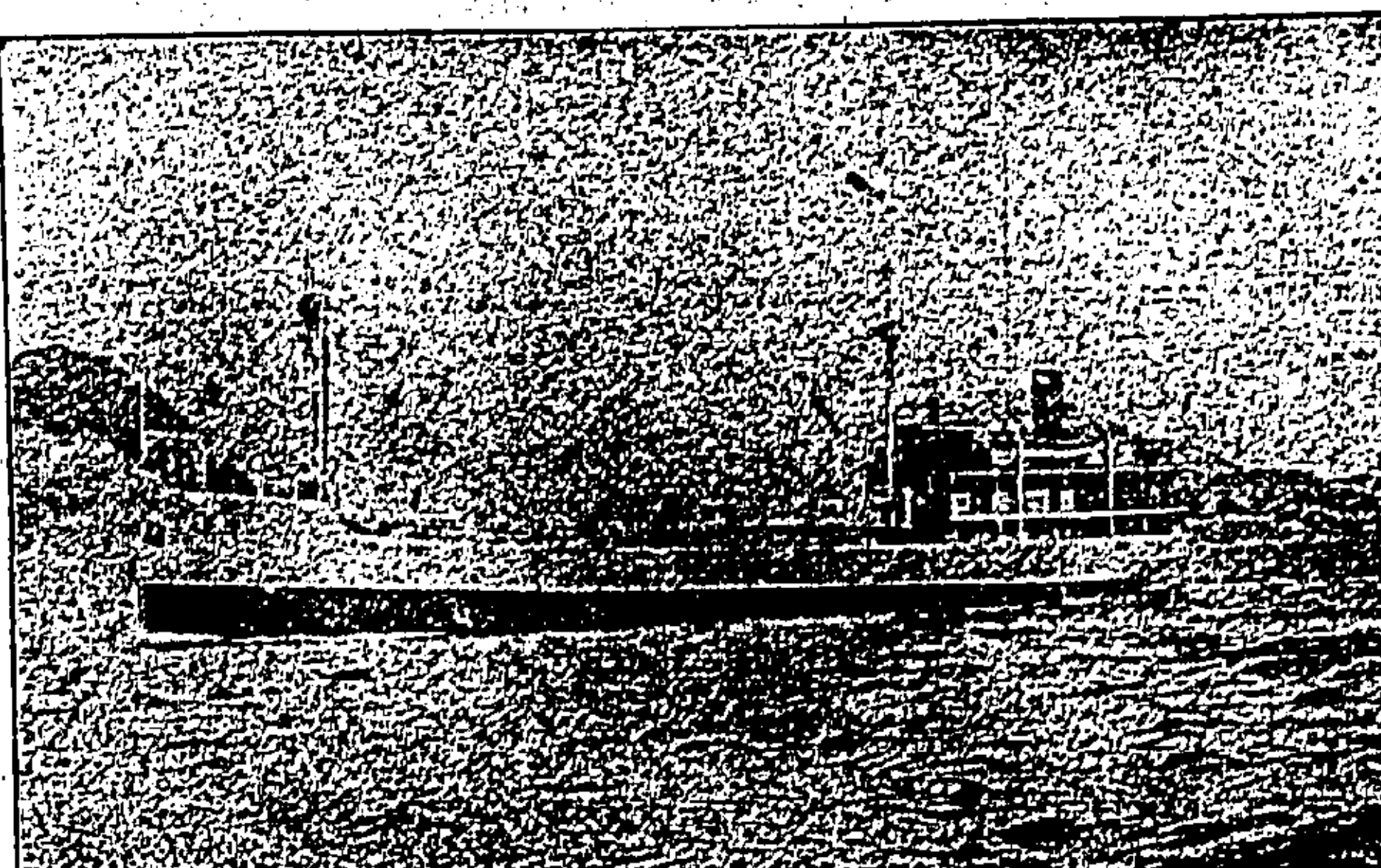
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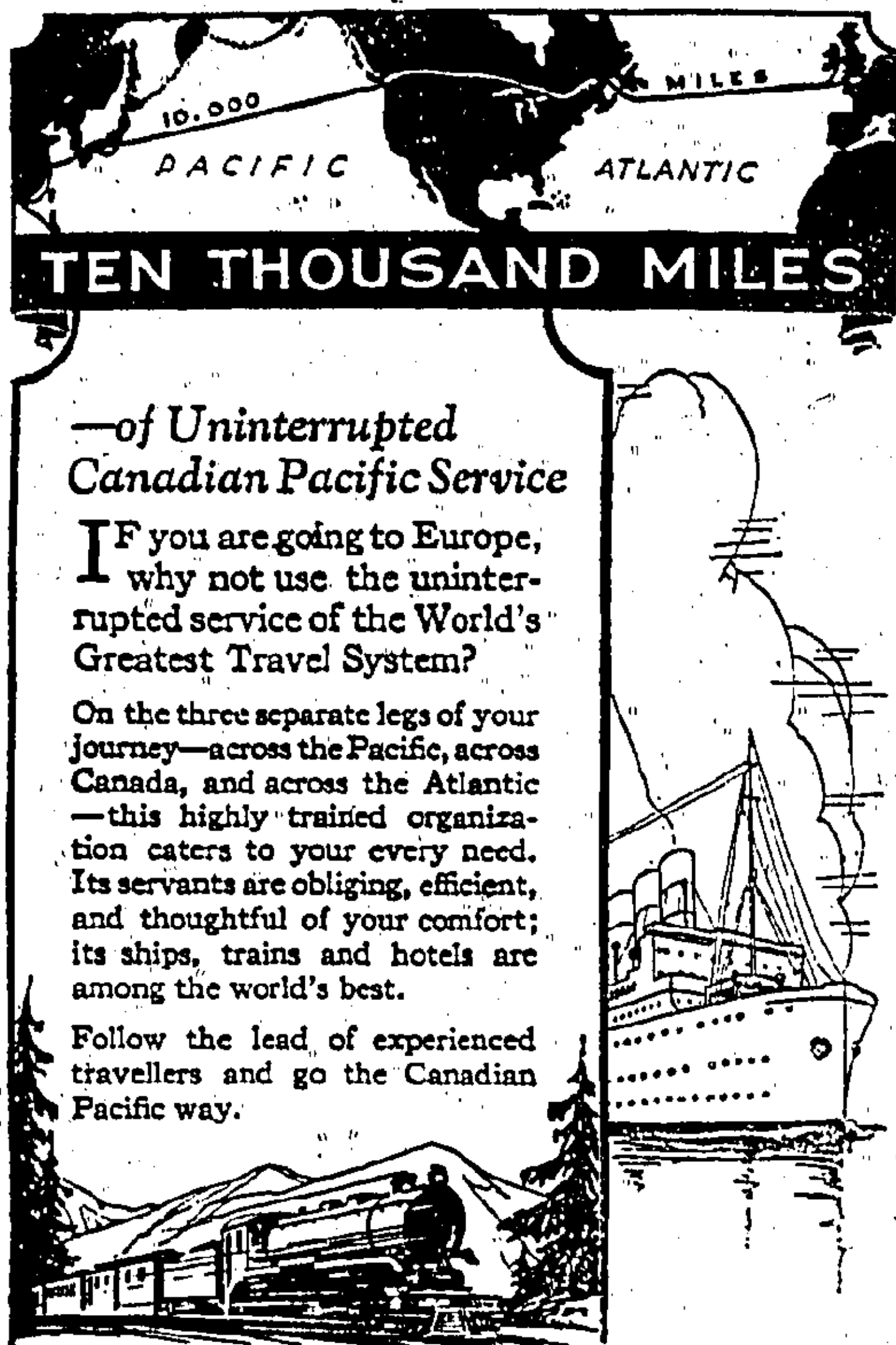


THIS SCREW MOTOR VESSEL "PALAWAN."

Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. Ossorio, Manila, for service in the Philippines.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONG KONG.



CANADIAN PACIFIC

Next sailing to the Pacific Coast.
S.S. "EMPRESS OF ASIA"
JULY 18th, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$120, \$112, \$110, \$102, \$93, via SAN FRANCISCO.
\$440, \$430, \$420, via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINYO MARU (Calla Nagasaki) Tuesday, 10th July

SIBERIA MARU (Calla Keelung) Tuesday, 24th July

TAIYO MARU Wednesday, 8th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KAMO MARU Saturday, 14th July

KATANI MARU Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th July

MISHIMA MARU Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

AVA MARU Friday, 12th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU Thursday, 12th July

NEW YORK and/or BOSTON via PANAMA.

KAKO MARU Saturday, 14th July

LIVERPOOL via Port Said, Genoa & Marseilles.

DUBBAN MARU Wednesday, 11th July

CALCUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU Wednesday, 18th July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th July

SHANGHAI, KOBE & YOKOHAMA.

KAWACHI MARU (Kobe direct) Tuesday, 10th July

TAMURA MARU Monday, 16th July

MUBORAN MARU (Mojiko direct) Wednesday, 18th July

HAKONE MARU Monday, 23rd July

+ Cargo only.

Subject to alteration without notice.

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).

[7]

A HOLIDAY IN INDO-CHINA

SPECIAL CHEAP TRIPS TO SAIGON

S.S. "PROMINENT" sailing 15th July

These vessels, fitted with all latest modern improvements, are being placed on

the HONG KONG-SAIGON run, and will take first-class passengers

at specially reduced fares for a holiday in the fascinating territory of

Indo-China.

RETURN TRIP - 17 DAYS

9 to 10 Days on Shore.

FARES: A DECK—Return ... \$100.

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Indo-China offers many attractions for a short holiday.

The Ruins of Angkor are one of the Seven Wonders of the World.

Splendid Big Game Shooting.

Passenger Agents:—THOS. COOK & SON, LTD.

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81, WINE LOX STREET.

[6188]

Shipping News Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS FAIR.

THROUGH FREIGHTS VERY HIGH.

The general cargo returns for yesterday showed that local imports and through freights had increased on the previous day's figures. Through cargo was very high with an average of 3,000 tons per vessel. Seventeen arrivals and fourteen departures were recorded of which four arrivals and the same number of departures were British ships. The Chinese ships had an equal number of arrivals and departures.

Thirteen vessels discharged general merchandise for this port amounting to 12,350 tons, three British ships being responsible for 2,372 tons. A Chinese vessel the s.s. Cheng Woo showed the best cargo return with 2,700 tons of coal from Keelung, while the s.s. Tibodas (Dutch) from Batavia and Samarang had 2,257 tons of general cargo. Ten vessels carried through freights which totalled 31,622 tons. Two British ships were responsible for only 668 tons. The best carrier was the s.s. Zoemia (Dutch) from Kobe and Shanghai with 8,335 tons of general cargo, while the s.s. Atlas Maru (Japanese) also from Kobe and Shanghai had 5,133 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	4	4
American	1	1
French	1	0
Dutch	3	0
Norwegian	2	1
Japanese	2	4
Chinese	4	4
Total	17	14

VESSELS EXPECTED.

American Mail Line.
President Grant, July 16th.
Australia-Oriental Line.

Taipei, to-day.
Whangtch, August 7th.

Bank Line.
City of Osaka, July 13th.

City of Evansville, July 20th.
City of Kharifoum, August 4th.

City of Halifax, August 17th.
City of Khios, September 1st.

City of Lincoln, September 14th.
City of Eastbourne, October 10th.

Ben Line.
Benriener, to-day.

British-India and Apear Line.
Talamba, July 13th.

Takliwa, July 21st.
Tama, August 1st.

Wilford, August 15th.
Tilawa, August 28th.

East Asiatic Co., Copenhagen.
Peru, to-day.

Danmark, July 12th.
Siam, July 20th.

Java, July 25th.
Tanda, August 6th.

St. Albans, September 3rd.
Arufura, October 1st.

Glenn Line.
Pembroke, to-morrow.

Cardigan, July 14th.
Glenlogie, July 20th.

Glenamoy, August 10th.
Carmarthen, August 20th.

Glenagarry, September 1st.

Blue Funnel Line.

Lycon, to-day.
Hector, to-morrow.

Yingchow, July 17th.
Khezenor, July 20th.

Achilles, July 24th.
Perseus, July 24th.

Talhybuis, July 24th.
Tharses, July 26th.

Dardanus, July 30th.
Aeneas, July 30th.

Bellerophon, August 6th.
Phenias, August 6th.

Glaucus, August 7th.
Calchus, August 11th.

Teucer, August 14th.
Automedon, August 17th.

Antiochus, August 20th.
Philoteles, August 21st.

Elpenor, August 22nd.
Sarpedon, August 23rd.

Tyndareus, September 2nd.
Orestes, August 31st.

Menelaus, September 7th.
Eurylochus, September 9th.

Maechon, September 19th.
Telamon, September 19th.

Patroclus, September 20th.
Protesilaus, September 25th.

Katoppe, September 25th.
Atalanta, October 8th.

Adriatic, October 17th.
Anisor, October 19th.

Agapenor, October 19th.
Izion, November 6th.

Hamburg-America Line and
Hugo Stinnes Linie.

Saarland, July 19th.
Varda, July 27th.

Heidelberg, August 7th.
Secher, August 22nd.

Carl Legien, September 4th.

Java-China-Japan Line.
Tjikini, July 18th.

Tjikong, July 18th.
Tjikembang, July 19th.

Tjikondari, July 23rd.
Tjikiboet, July 30th.

Tjikmanok, July 30th.
Messageries Maritimes.

Andre Lebon, July 17th.
Angers, July 17th.

Lt. St. Loubert-Bie, July 22nd.
Chenonceaux, July 31st.

Portof, August 14th.
Athos II, August 28th.

Nippon Yusen Kaisha.
Ava Maru, to-day.

Durban Maru, to-day.
Kamakura Maru, to-morrow.

Kako Maru, July 13th.
Kamo Maru, July 13th.

Hakodate Maru, July 17th.
Siberia Maru, July 17th.

Mishima Maru, July 19th.
Aki Maru, July 24th.

Seio Maru, July 26th.
Katori Maru, July 27th.

Tatsuno Maru, July 30th.
Dingo Maru, July 31st.

Tayo Maru, August 1st.
Anyo Maru, August 4th.

Atsuta Maru, August 10th.
Tayo Maru, August 14th.

Delgado Maru, August 17th.
Mishima Maru, August 21st.

Kashima Maru, August 24th.
Korea Maru, August 28th.

Hakone Maru, September 7th.
Dokuyo Maru, September 10th.

Lyons Maru, September 16th.
Tango Maru, September 18th.

Hakuyo Maru, October 24th.
Panama and Oriental.

Kidderpore, July 13th.
Alipore, July 17th.

Ravapindi, July 21st.
Ravapindi, July 21st.

Kankin, July 23rd.
Kankin, August 2nd.

Kashmir, August 4th.
Naldere, August 16th.

Kashgar, August 30th.
Marea, September 13th.

Khiva, September 27th.
Macedonia, October 12th.

Khyber, October 28th.
Malwa, November 9th.

Mantua, December 7th.

DAILY WATERFRONT NEWS.

USING BRIGHT LIGHTS.

[BY LONGSHOREMAN.]

Yip San Shing and Yip Fung Kwai, two Chinese masters of fishing boats appeared before Commander J. B. Newell, R.N., D.S.O., at the Marine Court yesterday morning for using bright lights for the purpose of fishing in a prohibited area, Lyceum Pass.

Both defendants pleaded not guilty and said that they were well inside Junk Bay.

Police evidence was then given as to the exact spot where the defendants were arrested, and the Magistrate decided to convict and imposed a fine of \$10.

Mooring of A Quarantined Vessel.

A Chinese mistress of a passenger junk appeared for mooring her boat within 20 yards of the s.s. Prominent while the latter vessel was flying the "Q" flag and anchored in the Quarantined Anchorage. The defendant pleaded guilty and a heavy fine of \$20 was imposed with the alternative of three week's hard labour.

Launches Collide In Yau-mai.

A collision between two steam launches was reported to the Water Police Station as having happened near the entrance of the Yau-mai Typhoon Shelter. Both craft sustained slight damage. The coxswain of the steam launch *Ping Po* stated that he had another steam launch in tow and as he was about to enter the Southern Entrance of the Typhoon Shelter he noticed the other launch the *Ping Po* about to leave the shelter. He blew one blast on his whistle but the other launch continued on her course and as a result came in between his launch and the tow, damaging the latter to the extent of \$100. The coxswain of the *Ping Po* also reported the collision to the water police and stated that the damage to his launch was about \$100. He did not give any particulars of the collision.

Atlantic Deck Passengers.

Eight vessels brought 656 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Danger To Navigation.

A Notice to Mariners posted at the Harbour Office states that the junk *Sun Cheong* has been reported wrecked, and floating bottom up, with only rudder showing, in Latitude 21° 25' North, Longitude 113° 53' East. South West Point bears East by North (magnetic) distant 51 cables. Dangerous to navigation.

S.S. "Kong Ning."

It is understood that the s.s. *Kong Ning* will resume service to Wuchow to-morrow after overhaul.

Ships From Kowloon Dock.

Trials of craft recently built at Kowloon Dock were carried out on Saturday with satisfactory results. These were two motor lighters for the A.P.C., a twin screw craft for the conveyance of case oil, and a single screw ship for fuel in bulk.

Northdeutscher Lloyd, Bremen.

Eintracht, July 23rd.

Wald, July 30th.

Oder, August 15th.

Princes Line.

Royal Prince, August 22nd.

Swedish East Asiatic Co., Ltd.

Agri, to-morrow.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, OCEAN, INDIA, PERSIAN, GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PANINULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	16,418	21st July	Bombay, Marseilles and London.
"KASHMIR"	7,058	25th July	Mars, London, Antwerp & Hull.
"KIDDERPORE"	5,580	4th Aug.	Strait & Bombay.
"RAJPUTANA"	5,334	14th Aug.	Bombay, Marseilles and London.
"ALIPORE"	16,508	18th Aug.	Strait & Bombay.
"NALDERA"	5,273	1st Sept.	Bombay, Marseilles and London.
"KALYAN"	16,088	15th Sept.	Mars, London, Antwerp & Hull.
"KASHGAR"	9,144	27th Sept.	Marseilles and London.
"MOREA"	10,953	10th Oct.	do.
"KHIVA"	9,135	27th Oct.	do.
"MACEDONIA"	11,120	13th Nov.	do.
"KHYBER"	9,114	24th Nov.	do.
"MALWA"	10,946	8th Dec.	do.
"NALDERA"	16,088	22nd Dec.	do.
"MANTUA"	10,946	5th Jan., 1929	do.

* Cargo only.

+ Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, France, Germany, and other Levant Ports by steamers of the Kitchener Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALAMBA"	8,018	15th July	Singapore, Penang & Calcutta.
"TALMA"	10,000	3rd Aug.	do.
"TAKLIWA"	7,936	18th Aug.	do.

B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	3rd Aug.	Manila, Sandakan, Thursday.
"TANDA"	6,456	31st Aug.	Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	22nd Sept.	do.

Regular Monthly Sailings from Hong Kong to Japan & along coast to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Kobe, Yokohama, Tientsin, Tientsin, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	6,000	10th July, 10 a.m.	Moji, Kobe & Yokohama.
"TALMA"	10,000	11th July, 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka.
"KIDDERPORE"	5,334	13th July, Noon	S'hai, Moji & Kobe.
"RAJPUTANA"	16,508	20th July	Shanghai, Kobe & Yokohama.
"TAKLIWA"	7,936	22nd July	Amoy, Moji, Kobe, Osaka & Y'hama.
"ALIPORE"	5,273	22nd July	Kobe.
"KALYAN"	9,144	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,456	7th Aug.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,946	8th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
"NALDERA"	16,088	17th Aug.	Shanghai.
"KASHGAR"	9,144	31st Aug.	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	14th Sept.	S'hai, Moji, Kobe & Yokohama.
"KHIVA"	9,135	28th Sept.	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	9th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	13th Oct.	S'hai, Moji, Kobe & Yokohama.
"KASHMALA"	9,125	20th Oct.	do.
"KHYBER"	9,114	27th Oct.	do.
"KASHMIR"	9,965	3rd Nov.	do.
"TANDA"	6,456	6th Nov.	do.
"MALWA"	10,996	10th Nov.	Moji, Kobe, Osaka & Yokohama.
"NALDERA"	16,088	14th Nov.	S'hai, Moji, Kobe & Yokohama.
"KHIVA"	9,135	8th Dec.	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	22nd Dec.	S'hai, Moji, Kobe & Yokohama.
"MOREA"	10,953	5th Jan., 1929	do.
"KASHGAR"	9,055	18th Jan. "	do.
"MACEDONIA"	11,140	2nd Feb. "	do.
"KASHMALA"	9,125	16th Feb. "	do.
"MALWA"	10,986	2nd Mar. "	do.
"NALDERA"	16,088	16th Mar. "	do.

